

GOVDOC

BRA

5111

BOSTON PUBLIC LIBRARY



3 9999 06543 408 4

Property Of
BOSTON REDEVELOPMENT AUTHORITY
Library



Property Of
BOSTON REDEVELOPMENT AUTHORITY
Library

PROPERTY OF
BOSTON REDEVELOPMENT AUTHORITY
Library

PROPERTY OF
BOSTON REDEVELOPMENT AUTHORITY
Library

FORWARD

In August of 1986, the Boston Redevelopment Authority retained the architectural/consulting firm of Mintz Associates to initiate a restudy of the Downtown Inner Harbor. Over the course of six months, Mintz Associates has been working to generate ideas and recommendations. This report is the product of their efforts. The next step will be to meet with the North End/ Waterfront Neighborhood Council, the Harborpark Advisory Committee, city and state officials, and other interested organizations and individuals to gather their views and ideas.

Through meetings and active exchanges, the community process will culminate in zoning guidelines and a plan for the development of the Downtown Inner Harbor. These changes will promote the goals of maximizing affordable housing, public access to the waterfront, community benefits, and neighborhood involvement.

The Boston Harbor Pier Study is presented in this context. It is not to be taken as a plan of action, but only as a source of ideas. It is the result of extensive research and analysis of the area's geography and topography, and the feelings of the consultant that first studied Boston Waterfront. The comments, ideas, and recommendations herein are just that. The ultimate success of the Boston Harbor Pier Study will be a measure of the public/private discussion and cooperation it stimulates.



MINTZ ASSOCIATES ARCHITECTS/PLANNERS, INC.

One Dock Square Building Boston, Massachusetts 02109 (617) 523-3705

Samuel E. Mintz

Toshi Kawakami

20 January 1987

Stephen Coyle, Director
Boston Redevelopment Authority
Boston City Hall
Boston, MA

Dear Mr. Coyle:


When I originally agreed to take on this assignment, to make planning-urban design-development recommendations, on the Boston Waterfront area, from Commercial Wharf to the Charlestown Bridge, I unfortunately did not realize the necessity for expanding the project study scope area to include the area south of Commercial Wharf to the Northern Avenue Bridge. Nor, did I fully comprehend, even though I am knowledgeable and experienced with the Downtown-North End Waterfront, the amount of time it would take, to do the kind of comprehensive study required for this important assignment, and the quality of work I expect from myself.

I hope you will excuse the, somewhat lengthy, Introduction Section to my report, but I felt it important to place my remarks, and my Ideas-Recommendations, in a historical context, using both the older Downtown-Faneuil Hall Urban Renewal Plan document prepared in April 1964, along with the new excellent HARBORPARK reports, "A Framework for Planning Discussion" and "Interim Design Standards for the Inner Harbor", prepared under your direction, in October and November of 1984. By placing my report in the context of the past twenty years of Boston's development history, I hope it will help you, and others to see, as it has helped me to see, the social, economic, political and physical changes that have taken place during this important period, and why it is both propitious and extremely important, to re-examine, re-think, and even re-plan, portions of this critical Downtown-North End section, of Boston's precious and magnificent Harbor.

The preparation of a detailed written report, which I did not contemplate, caused me to organize it into Sections, to better facilitate, what I hope is, a readable and simple, understanding of a rather highly complex subject. The Sections include: Introduction, Ideas-Recommendations, Implementation, and Summary.

I am both pleased, and appreciative, to be given the opportunity to assist you, and your able BRA and HARBORPARK staffs, in this planning-urban design-development review and Ideas-Recommendations process, in the hope of finding future direction for balanced development, along with meaningful public access, to Boston's special Downtown-North End Waterfront area. I am also very cognizant of the heavy responsibility that goes with this assignment, and have tried to do my professional best, to live up to the confidence that you and the Authority have placed before me.

Sincerely yours,
MINTZ ASSOCIATES ARCHITECTS/PLANNERS, INC.


Samuel E. Mintz, A.I.A.-A.I.C.P.
President





Digitized by the Internet Archive
in 2012 with funding from
Boston Public Library

<http://www.archive.org/details/bostonharborpier00bost>

TABLE OF CONTENTS

Section #	Page #	Title
1	1 - 9	<u>INTRODUCTION</u>
2	10	<u>IDEAS/RECOMMENDATIONS</u>
A	11,12	Northern Avenue Bridge to Rows Wharf
B	13,14	India Wharf/Harbor Towers
B	15,16	Central Wharf/New England Aquarium
C	17 - 21	Long Wharf
D	22,23	Commercial Wharf
E	24 - 27	Lewis Wharf
F	28 - 32	Sargent's Wharf
G	33,34	Union Wharf
H	35 - 37	Lincoln Wharf
I	38	Battery Wharf
J	39	Constitution Wharf - United States Coast Guard Base
K	40,41	North End Playground
L	42,43	MDC Park
L	42,43	Hoffman Building
3	44 - 50	<u>SPECIAL AREAS OF CONSIDERATION</u>
		North End Parking Garage
		Commercial Street - Atlantic Avenue
		Central Artery Corridor
		The Abbey Group
		Former Sunoco Station
		Franklin Street
4	51	<u>IMPLEMENTATION</u>
5	52 - 59	<u>SUMMARY</u>



INTRODUCTION



INTRODUCTION

It is particularly rewarding for me to be given this assignment, because I spent nearly four years, from late 1960 to July 1964, under then Mayor John Collins and Development Administrator Edward Logue, and under the leadership of the late Frank Christian, President, and the late Daniel Ahern, Executive Director of the Greater Boston Chamber of Commerce's Downtown Waterfront Corporation, as Director of Planning and Design for the Downtown Waterfront/Faneuil Hall Urban Renewal Project. My task along with consultants, the late Kevin Lynch, and Jack Myer, both faculty members at MIT, plus a very creative dedicated staff of planners and designers, was to prepare a redevelopment plan for what later became officially known as, the Downtown Waterfront-Faneuil Hall Urban Renewal Project.

Being given this opportunity again, presents me with the difficult and unusual challenge to look critically and honestly at a plan that I played a major role in preparing and writing (at least the planning - design - and development control sections). This agreement has also caused me to re-read those very planning, design, and development control sections, first to remember what was said, second to look carefully at the principles and the ideas and recommendations we made, and third, to examine how well the BRA's Design Review/Development implementation process has worked over the years in carrying out the "Basic Goals, Objective and Principals" as referred to in Chapter II Sections 201, 202 & 203, pages 4, 5, and 6 of the Urban Renewal Plan. I think it would be useful and important to re-state some of the "Basic Goals" that were established in that 1964 Downtown Waterfront-Faneuil Hall Urban Renewal Plan.

Basic Goals

The basic goal of urban renewal action in the Downtown Waterfront-Faneuil Hall Area is to stimulate, and to facilitate development efforts in the area, by eliminating severe conditions of blight, deterioration, obsolescence, traffic congestion and incompatible land uses which hinder private investment in new development without the aid of governmental action, in order (1) to revitalize a key portion of Downtown Boston; (2) to upgrade the pattern of land uses close by the North End residential community; (3) to establish a functional connection between the area and its surrounding districts: the North End, the Government Center and the Downtown Financial District; and (4) to provide an environment suitable to the needs of contemporary real estate development.

Planning Objectives

Planning objectives of the Project are as follows:

1. To protect and strengthen the tax base of the city.
2. To encourage productive and intensive use of land.
3. To create opportunities for development of a Downtown residential community offering a range of housing types and rentals.
4. To promote the preservation and enhancement of buildings in the Project Area which have architectural and historical significance.

5. To create an environment which is conducive to the investment of funds in the rehabilitation, conversion, and general upgrading of property.
6. To create an area with a mixture of land uses compatible with living, working, and recreational opportunities.
7. To create an area for the development of marine or marine-oriented activities designed to stimulate tourism and symbolize the importance of Boston's historic relationship to the sea.
8. To provide public ways, parks, and plazas which encourage the pedestrian to enjoy the Harbor and its activities.
9. To develop the area in such a way as to stimulate improvements in adjacent areas.

General Design Principles

1. To mitigate the effect of the elevated expressway and the surface roadway beneath as a physical and psychological barrier to effective connections and linkages between the Downtown and the Waterfront.
2. To establish an active urban character for the area by the intensive utilization of land and by the mixing of compatible land uses.
3. To provide maximum opportunity for pedestrian access to water's edge.
4. To establish an orderly sequence and hierarchy of open spaces and views for both the pedestrian and the motorist.
5. To establish a relationship between buildings, open spaces and public ways which provides maximum protection to the pedestrian during unfavorable weather conditions.
6. To achieve a proper integration of buildings and spaces by a careful relationship of scale and materials in new development to the scale and materials of the architecturally and historically significant buildings to be retained.
7. To establish a continuity of scale between the existing North End residential community and the new development to take place adjacent to the North End and along the water's edge, north of Commercial Wharf.
8. To maintain the finger-like outline of the wharves.
9. To create an unobstructed visual channel from the Old State House at Washington and State Streets down to Long Wharf and the harbor beyond.
10. To establish, at the foot of State Street, a vehicular-free focal point of converging pedestrian ways and down-harbor views.

In addition to the above "Basic Goals, Planning Objectives and Design Principles," I would like to cite some specific Planning Design Objectives from Section 204, Sub-Area Design Objectives, pages 7-10, that were prophetic then, and in many ways still applicable today. These Planning Design Objectives are broken down into Sub-Areas of the Waterfront Plan.

Waterfront Central Area-Rowes Wharf through Long Wharf

The most important feature of the Urban Renewal Plan in this area is the relocation of Atlantic Avenue. The purpose of this relocation is to create a large area within which large scale, integrated development can occur without the interference of heavy, through vehicular traffic. Within this area, pedestrian traffic will receive paramount consideration. As a result of this relocation, the central area - the heart of the Waterfront - is brought closer to the Downtown Business District.

Within the framework of this large development area, made possible by the relocation of Atlantic Avenue, the Plan has been formulated and designed with the purpose of stimulating the following development characteristics:

- a. A mixture of uses which will generate intense pedestrian circulation. It is desirable that the activities on the water of Boston Harbor be easily observed from the area, and that those activities in the lower stories of the buildings be visible from the outside.
- b. A linkage between the area and other sections of Downtown through the extension into the area of streets and walkways providing access from the Financial District, via Franklin, Milk and State Streets, from the North End, via Richmond Street, and from the Government Center, via South Market Street, which is designed as the principal approach for pedestrians.
- c. The construction of tall buildings in an arrangement which defines the area by a three-sided visual demarcation, open to the Harbor on the east. The southern element of the demarcation could be provided by residential towers on India Wharf, the western element by a string of office and other buildings along Atlantic Avenue, and the northern element by a continuous line of buildings, both new and existing-to-remain on Long Wharf. Buildings in this area should provide active frontages and maximum protection to pedestrians during unfavorable weather conditions through the use of arcades, overhangs, and other architectural or landscape devices.

The construction, within the large scale area formed by the tall buildings, of lower buildings creating a series of smaller, sheltered and intimate inter-connected spaces and walkways. The buildings and the spaces thus created will maximize opportunities for pedestrian exposure to the water inlets, to views of the Harbor, to other buildings in the area, and to the large background view of the City itself.

The treatment of the space at the foot of State Street, including the water inlet between Central and Long Wharves is the principal focal point of the central area and therefore, of the Project. Incoming streets and pedestrian ways are designed to direct people into this space. A principal down-harbor

view can be experienced within this space by siting buildings on Central Wharf in a manner which will act as a counterfoil to the thrust of the finger-like forms of the existing wharves and at the same time make possible an important direct pedestrian connection between Central and Long Wharves.

The preservation or redevelopment of wharves which retain the historic tradition of fingers out into the Harbor and create active and intimate water inlets. Long Wharf is to retain its historic position as the farthest projection of land into the Harbor, and will become an observation platform.

Waterfront North Area-Commercial Wharf through Battery Wharf

This area will include a diverse but compatible mixture of uses. Residential development on the wharves can be of a very unique character, intimately related to the water and to the old brick and granite buildings which should be retained and rehabilitated for residential use. In the rehabilitated buildings, general business and office occupants are desirable as adding activity to the area.

In terms of the scale and materials of the buildings, this area can be considered an extension of the North End. Therefore, the new structures should relate to the existing-to-remain buildings on the wharves and to the background of the North End. In general, rows of structures of moderate height running parallel to the long-massive granite structures are the preferred solution. The intention here is to preserve the old finger form of the waterfront for historical as well as urban design reasons. The North End streets also tie into this strong lineal form. Pedestrian bridges connecting the wharves are encouraged.

Central Housing Area-Relocated Atlantic Avenue to Fulton Street

This area is to contain a mixture of new and rehabilitated housing suitable for moderate-income families. The housing should be of simple design in keeping with the character of the adjacent North End. It should also relate to the new and rehabilitated housing on the waterside of Atlantic Avenue so that the entire area can take on the character of one neighborhood.

Building coverage should be moderately high. Building heights should be generally low so that the old granite structures in the area which are to remain will be the most prominent buildings, suggesting the historic continuity of the area. Small interconnected open space and pedestrian ways should be arranged in such a way as to clearly define street spaces in the same manner as street space in the adjacent North End is defined.

Local retail is to be encouraged, particularly on the ground floor of the rehabilitated granite buildings and the new structures along Richmond Street.

Central Artery Area-Parcels along the Waterside of the Central Artery, plus parcel between State Street and the "Walk to the Sea"

This area is not susceptible to treatment in terms of one design concept. Therefore, design goals are expressed for individual parcels or small groupings.

It is intended that the building on this parcel be sufficiently massive and continuous to emphasize the continuity of the curve of Atlantic Avenue, yet not so high as to dwarf or cut off the residential areas to the rear from contact with the Harbor. Maximum ground floor coverage of the site is encouraged.

Minimum advantage should be taken of the location across from the public park and the water by providing highly visible publicly oriented uses on the ground floor along Atlantic Avenue.

(Note: This was a site in front of the Mercantile Wharf Building that was dropped from development when recommendations of a Re-Study Committee, December 1973, expanded Waterfront Park and eliminated development of this parcel.)

It is intended that buildings along the water side of the Central Artery parcels be occupied by active commercial uses on the ground floor. The buildings should provide a serene visual backdrop along Atlantic Avenue. They should be high enough to mask the expressway in the rear, but not so high as to increase the sense of a wall between downtown and the water's edge.

It is intended that this parcel between State Street and the "Walk to the Sea", on the west side of the Central Artery, be developed as a tall office building erected on a low podium containing ground level frontages which contribute life and activity to the area. Maximum coverage of this site is desired up to elevation 30 feet above grade in order to screen the elevated expressway from pedestrian view.

The scale, massing and material quality of the building should be related to the nearby structures along South Market Street and to the Custom House on State Street.

Faneuil Hall-Blackstone Market Area

This area is one of the most valuable historic assets to the City of Boston, to the State of Massachusetts, and to the Nation. Within this area are buildings that date from the early eighteenth century and here remains the last vestige of Boston's seventeenth century narrow street pattern. Also, the area represents a chronological history of buildings in Boston from the eighteenth to the twentieth century.

It is intended that the historic uniqueness of this area be retained through a thoughtful blend of new construction, rehabilitation, and conservation. The complex of structures defined by Faneuil Hall, Quincy Market, and the North and South Market Street buildings are considered by leading Architects and Historians as one of the finest urban spaces in America.

The architectural and spatial relationship formed by this complex is intended to act as the historic pedestrian and visual connection, starting from Beacon Hill, through the new Government Center, into the space around Faneuil Hall, down South Market Street, culminating at the Harbor. It is intended that the

space formed by Faneuil Hall, the new Boston City Hall, the rehabilitated buildings along Faneuil Hall Square, and the proposed new building between State Street and the "Walk to the Sea" be so designed that the intimate pedestrian scale that once existed in this area will be recaptured.

Retention of those uses which are compatible with the objectives of the renewal plan, such as restaurants, retail food stores, and the traditional week-end push-cart market, is desirable. Introduction of new general business, institutional office and residential uses which serve to upgrade the area and create an active pedestrian link, maximizing pedestrian protection under unfavorable weather conditions, between Government Center and the Waterfront are to be encouraged.

Rehabilitation of buildings must be carefully done so that the exteriors do not hide their age nor their historic importance, while the interiors are updated for new and active uses. New buildings constructed must carefully relate in mass, building material, and scale to the existing buildings in the area.

The above sections starting with Basic Goals and concluding with Faneuil Hall-Blackstone Market area are excerpted, with minor clarification, from the original Urban Renewal Plan of April 1964.

I have chosen to quote extensively from this document, it is refreshing, pleasurable, and enlightening to see that much of what we said about the Downtown Boston Waterfront in 1964 still has applicability today and, I suspect, into the future as the remainder of this Urban Renewal Plan is carried out. However, having said that, there are things we did not envision back then; possibly because it is somewhat difficult to see clearly twenty years ahead; possibly because, while we believed that Boston's revitalized Downtown Waterfront would have a catalytic multiplier effect on the adjacent Financial District, even we failed to comprehend the synergistic development effect and pressure such success would have on the scale and character of this unique, tightly constricted District. We were more successful in anticipating the development pressures on the adjacent North End District, but we were unable to get the political leadership of the North End, at that time, to agree to protect the area by including the blocks up to North Street in the Urban Renewal Project Controls.

Probably the greatest error we made in that 1964 Plan for the Waterfront was our failure to take a more comprehensive view of Boston Harbor, and not just to confine our planning efforts to the Urban Renewal boundary (from the Northern Avenue Bridge to the United States Coast Guard at Constitution Wharf, at the foot of Hanover Street and Commercial Street-Atlantic Avenue). We should have better recognized the fragility of this precious and unique waterfront resource, and the perils of planning within a small geographical sub-area, an area entrusted to the present and future citizens of Boston, the Commonwealth, and the Nation.

Therefore, it is to the credit and vision of Mayor Raymond L. Flynn and his Development Director Stephen Coyle that they recognized the shortcomings of that 1964 Plan and seized upon a bold, more comprehensive, initiative called HARBORPARK which addresses a "planning program for the balanced development and continued revitalization of Boston's Waterfront."

Mayor Flynn's cover letter to this important and unique document, called "A Framework for Planning Discussion, HARBORPARK, October 1984," eloquently expresses, "a set of new issues and new public policies for the development of Boston Harbor." I would like to quote a few significant passages from this cover letter.

"First and foremost, HARBORPARK is designed to guarantee public access to the unique environment along the Boston Harbor, while encouraging balanced growth along the entire waterfront.

Second, the HARBORPARK concept brings rationality and a sense of public purpose to the process of growth. Each pier and wharf retains its own identity, yet each area has been integrated into an uninterrupted walkway that extends from Charlestown to South Boston.

Third, it combines public access to the water's edge with a diversity of uses: maritime and commercial activity which creates jobs, new housing for every income and household group, and the creation of areas for arts facilities."

Fortunately, this HARBORPARK initiative has not come too late, even though, in my opinion, there are examples of development, that have taken place over the twenty-two years of the implementation of this Urban Renewal Plan, that regrettably (and in some cases tragically) have compromised some of the important objectives referred to earlier from this 1964 Plan. I make particular reference to the Marriott Hotel development on Long Wharf, where regardless of one's personal favorable or unfavorable architectural opinion of the building, its ground floor treatment has obscured, or to put it more candidly, obliterated the important visual-pedestrian connection that was to have integrated the south Aquarium side of the waterfront with the north Waterfront Park side by effectively cutting in two the dramatic, complete, expansive visual impact of magnificent Boston Harbor. The other unfortunate compromising example was, on Union Wharf where the development of housing was done in such a way as to "privatize" this wharf, first, by making the public feel uninvited, and second, compounding this by permitting townhouses to be built out to the water's edge, making it virtually impossible for the public to enjoy the view of Boston Harbor (now only afforded the Condominium Owners).

There are, however, ways in which these significant, tragic examples of lost public access, view opportunities, and connections can be ameliorated, improved, and conceivably corrected, if we have the desire, the will, the support, and the cooperative spirit, which are attributes that have always been the hallmark of Bostonians.

Submitted with this written report, and as part of the Ideas-Recommendations Section, are specific drawings and graphics related to Long Wharf and Union Wharf that will illustrate some proposed corrective actions. In addition, the Ideas-Recommendation Section contains drawings and graphic material which illustrates our Consultant's Proposals for the other wharves and special condition areas in the Downtown-North End Waterfront.

Looking at the Downtown-North End portion of Boston Harbor, some twenty-two years later, it is not sufficient to only point out error of judgement, it is equally necessary to see new strategic opportunities and challenges to restore public access, views, and connections, and most importantly, enhance public benefits, as outlined in the guideline principles of the HARBORPARK initiative. To seize upon these new opportunities and challenges we must first unburden ourselves of old perceptions, preconceptions, and prejudices, and not look at Boston's Downtown-North End as if it is frozen in place, and that development decisions that were made during the previous twenty-two years of implementing this Downtown Waterfront/Faneuil Hall Urban Renewal Plan are either irrevocable, or not subject to improvement or to change. Second, we need to look back at the guiding principles of that Urban Renewal Plan Document of April 1964, and look forward to the new principles, possibilities, and opportunities as presented in the two Boston Redevelopment Authority HARBORPARK documents, "A Framework for Planning Discussion," October 1984 and "Interim Design Standards for the Inner Harbor," November 1984.

The observations and suggestions I have made in the Ideas-Recommendations Section of this report focus on specific areas of Boston's Downtown-North End Waterfront, and endeavor to carefully and constructively look back at what has been done and, more important, look forward to what can, and I hope, will be done. Some people may find some portions of my Ideas-Recommendations Section as things that they already knew, or situations that they see as obvious or very simplistic; while others may comment or conclude that the actions required in my Ideas-Recommendations Section are just too difficult to accomplish, or too controversial, or worse than that, not worth pursuing. I certainly hope far better accomplishments result from this report, but only time will tell.

One caveat, if I may be permitted, I have carefully tried to consider and weigh the social, political, and economic implications and other costs associated with the Ideas-Recommendations Sections in this report. There is, from my experience, a belief by some that when an Architect-Planner-Urban Designer type, like me, put forward, as I have, in my Ideas-Recommendations Sections, suggestions for change and implementation, it is quickly categorized as OPINION and then frequently dismissed as the incantation of another one of those wholly minded, so called, visually trained, professional types whose OPINION should carry no more weight than the OPINION of anyone else, visually trained or not - after all, isn't DESIGN, really just a matter of personal taste, really isn't it just a matter of OPINION.

I hope this will not be the reaction to the Ideas-Recommendations Section of this report, and that what is contained in those sections will not be quickly dismissed on the basis that it is just my OPINION. It should be further stated that over the four months of intensive study and preparation of this report I have endeavored to be an INCLUSIVE Planner-Urban Designer soliciting opinions, suggestions, ideas and recommendations from a variety of people, representing both the private and public sector. These include: the BRA and Harborpark Staff, the Mayor's Harbor Park Advisory Committee, the Mayor's North End-Waterfront Neighborhood Council, the city of Boston Office of Neighbor Services, staff from the Commonwealth of Massachusetts Office of Environmental Affairs, the Office of Coastal Zone Management, the Office of Environmental Quality Engineering, the Office of the Secretary of Transportation and Construction, a staff planner from the Metropolitan

District Commission, as well as some property owners and their Architects, plus other Architect-Planner-Urban Design professionals I have known over the years, whose opinions I value. Given more time I would have solicited additional opinions, suggestions, ideas and recommendations from more individuals, groups, and agencies. However, the opinions expressed in this report, particularly in the Ideas-Recommendations Section, are strictly my own, and should not be attributed to any individuals, groups, or agencies that I have talked with or referred to above.

I will consider that the ultimate reward for the intensity of effort and time that I, and several dedicated, professional members of my staff have put into this important study, as well as the considerable effort we have all expended in preparing this Planning-Urban Design-Development Report, along with its Ideas-Recommendations Section and its accompanying drawings, sketches and text, will be, for this Report to provoke questions, discussion, debate, and even some disagreement, and ultimately it will result in it being adopted and adapted for implementation by the BRA and the various constituency groups agencies and organizations.

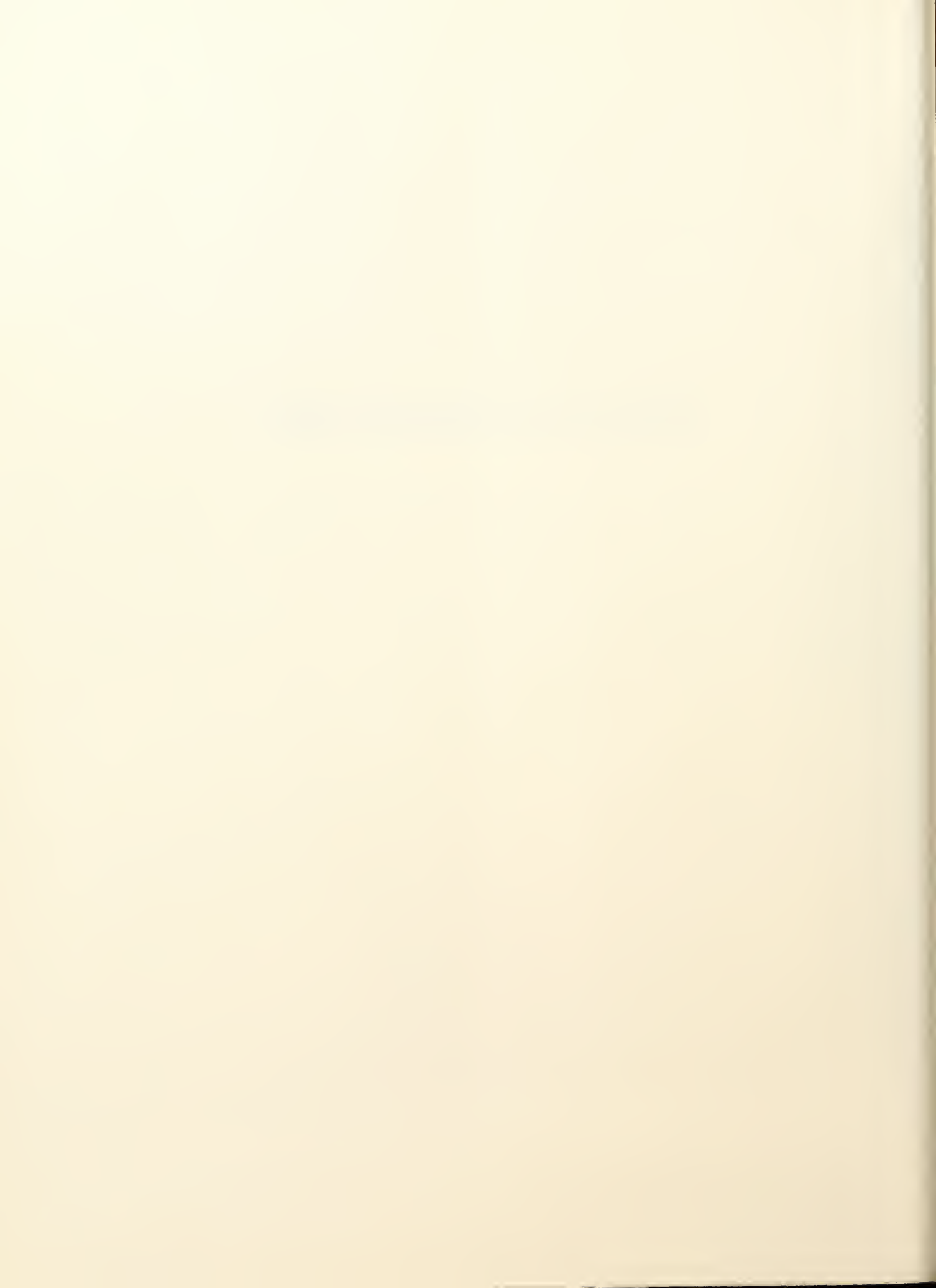
Clearly, there is the opportunity to improve upon and provide meaningful public access, use, and views, as well as, to better integrate and connect the adjacent Financial District, Government Center, and North End with Boston Harbor. Again, I would like to quote from Mayor Raymond L. Flynn's letter of introduction to "HARBORPARK, a Framework for Planning Discussion" October 1984.

"Most importantly, this planning process should rekindle the spirit of community, excitement and vitality in the place of Boston's origins. Boston has one of the world's most attractive harbors. We are now going to make sure that people, those who live in Boston and those who visit and work here, will be able to take full advantage of this great natural resource."

The challenge and opportunity are already before us, let us seize them, and bring to this and future generations the lasting enjoyment and spectacular beauty of Boston's greatest resource - its magnificent Harbor.



IDEAS RECOMMENDATIONS





IDEAS - RECOMMENDATIONS

FOR A PORTION OF THE DOWNTOWN-NORTH END BOSTON WATERFRONT

CONSULTANTS: MINTZ ASSOCIATES ARCHITECTS/PLANNERS, INC.

BOSTON, MASSACHUSETTS

DECEMBER 4, 1984



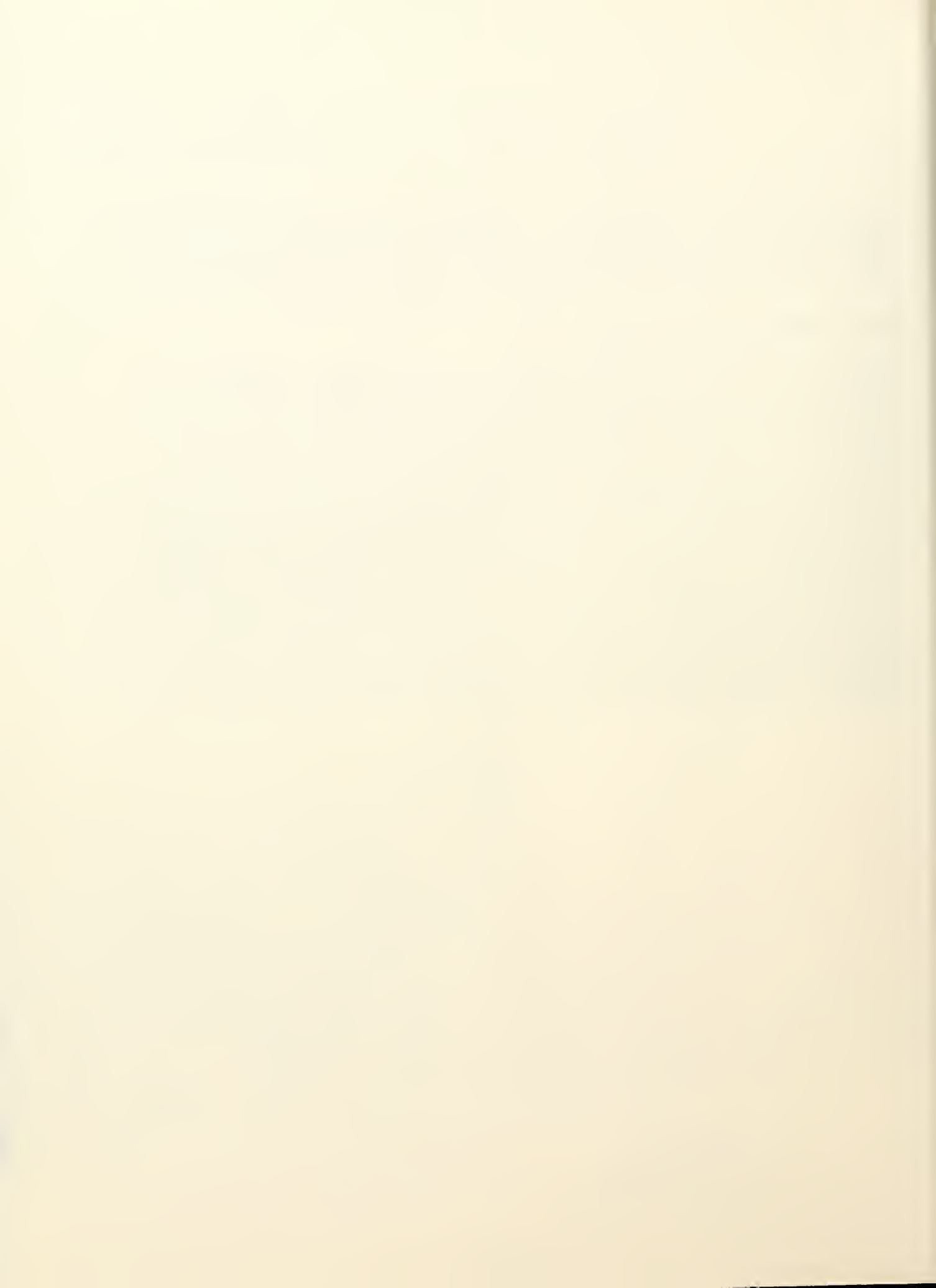
IDEAS-RECOMMENDATION SECTION

Commentary

I have chosen to treat the Ideas-Recommendations Section in a sequential geographical format beginning at the Northern Avenue Bridge - the beginning of the study area - and proceeding north to the Charlestown Bridge - the end of the study area - and then adding, Special Areas of Consideration, for subject matter that did not lend itself to sequential treatment.

Ideas-Recommendations Section

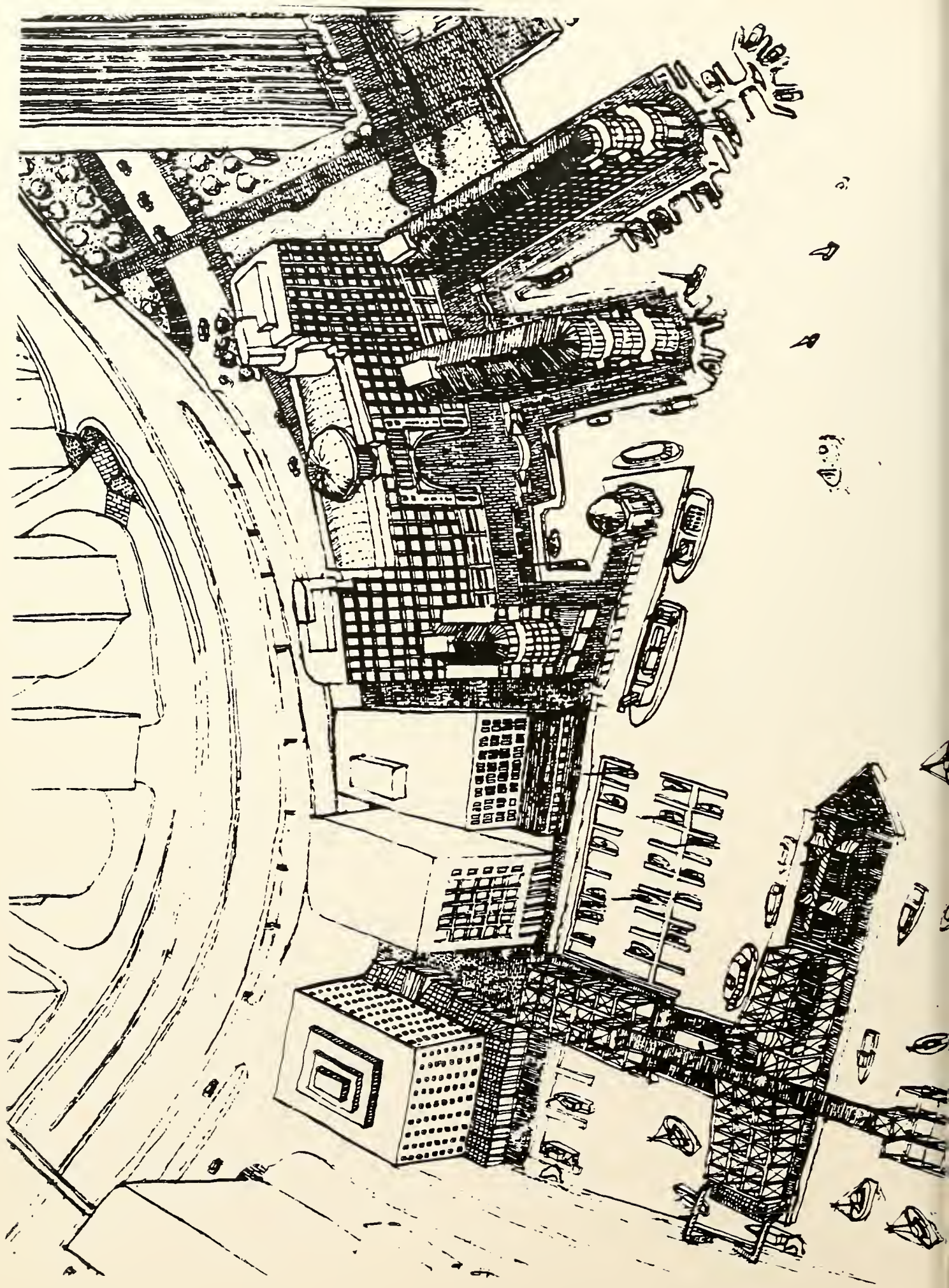
The approach I have chosen for the Ideas-Recommendations Section of this report is to utilize a geographic location sequential format, beginning at the Northern Avenue Bridge and proceeding north to the Charlestown Bridge. Each wharf discussed is shown in Site Plan, and reduced from our one inch equals forty foot (1"=40') scale original drawing to an approximate 8½"x11" format. For some wharves such as Lewis Wharf, I have shown both the Proposed Developers' Plan and our modified Consultants' Plan, as well as the statistical numbers represented by that plan. I am also showing a sketch axonometric drawing that represents, in three dimensions, the character of the proposed development. In the case of wharves, such as India Wharf, where there is no proposed Developers' Plan, yet a wharf which I believe needs specific treatment, I show a Consultants' Plan with an enlargement from our axonometric drawing to represent in three dimensions the Ideas-Recommendations shown in our Site Plan. I have also included a Special Areas of Consideration Section which deals with such issues as commercial Street-Atlantic Avenue, or the Central Artery and the Under Artery Roadway - subjects that do not lend themselves to a treatment format like that used for the wharves.



NORTHERN AVENUE BRIDGE

TO

ROWES WHARF



Northern Avenue Bridge to Rowes Wharf

Commentary

Now that the former U.S. Appraisers Building and 400 Atlantic Avenue have been completely rehabilitated and the HARBORPARK walkway constructed in the rear, there are two other issues that deserve some attention. One is the treatment of Atlantic Avenue as a continuous north-south roadway, and two, the transition of the Downtown Waterfront portion of Boston Harbor (with the soon to be replaced old Northern Avenue Bridge), with a new Fixed-Span Bridge going across to the South Boston and the Fan Pier proposed development.

Ideas-Recommendations

1. Atlantic Avenue deserves special design treatment because it is the only continuous surface corridor street along the complete Downtown-North End edge of the Boston Peninsula, and also because of its physical location, abutting magnificent Boston Harbor. Therefore, I will devote in my Special Areas of Consideration Section a discussion of this important roadway.
2. The junction of the old Northern Avenue Bridge and Atlantic Avenue should be treated as a special place ("node") since it is the first physical link between the South Boston and the Downtown Boston peninsulas. The proposal to build a new Fixed Span Bridge across the Fort Point Channel, approximately one hundred feet south of the existing old Northern Avenue Bridge, thus abandoning use of this bridge for vehicular traffic, affords the opportunity for forgoing a major pedestrian link between Downtown Boston and South Boston with its proposed Fan Pier Development and other major developments that are about to begin plus other developments proposed to take place in the future. I further suggest that the so-called Hooks Lobster property at the south corner of Atlantic Avenue and the Northern Avenue Bridge, adjacent to the proposed new Fixed Span Bridge, be redeveloped. Hooks Lobster should be developed for permanent water-oriented use, adding more publicly active retail uses to the ground floor, as well as, adding additional stories either for mixed use, i.e., office, hotel, residential or for all residential, mirroring the height of the adjacent U.S. Appraisers Stores Building. This new proposed Hooks Lobster Development could become a transitional "Gateway", the beginning of an attractive active public pedestrian walkway connection and a prominent HARBORPARK link which now can be forged between the South Boston and Downtown Boston peninsulas.
3. The old Northern Avenue Bridge could, and should, become a unique open space for pedestrian use tied in with a proposed Northern Avenue Bridge Observation platform below, which is a Harbor Water Taxi Terminal part of the new Harbor Commuter network being promulgated by various State and City agencies. As part of this proposed Observation Platform, I recommend construction of a new 'up in the air' pedestrian bridge which would connect the opened sections of the old Northern Avenue Bridge with the stationary central section, thus linking

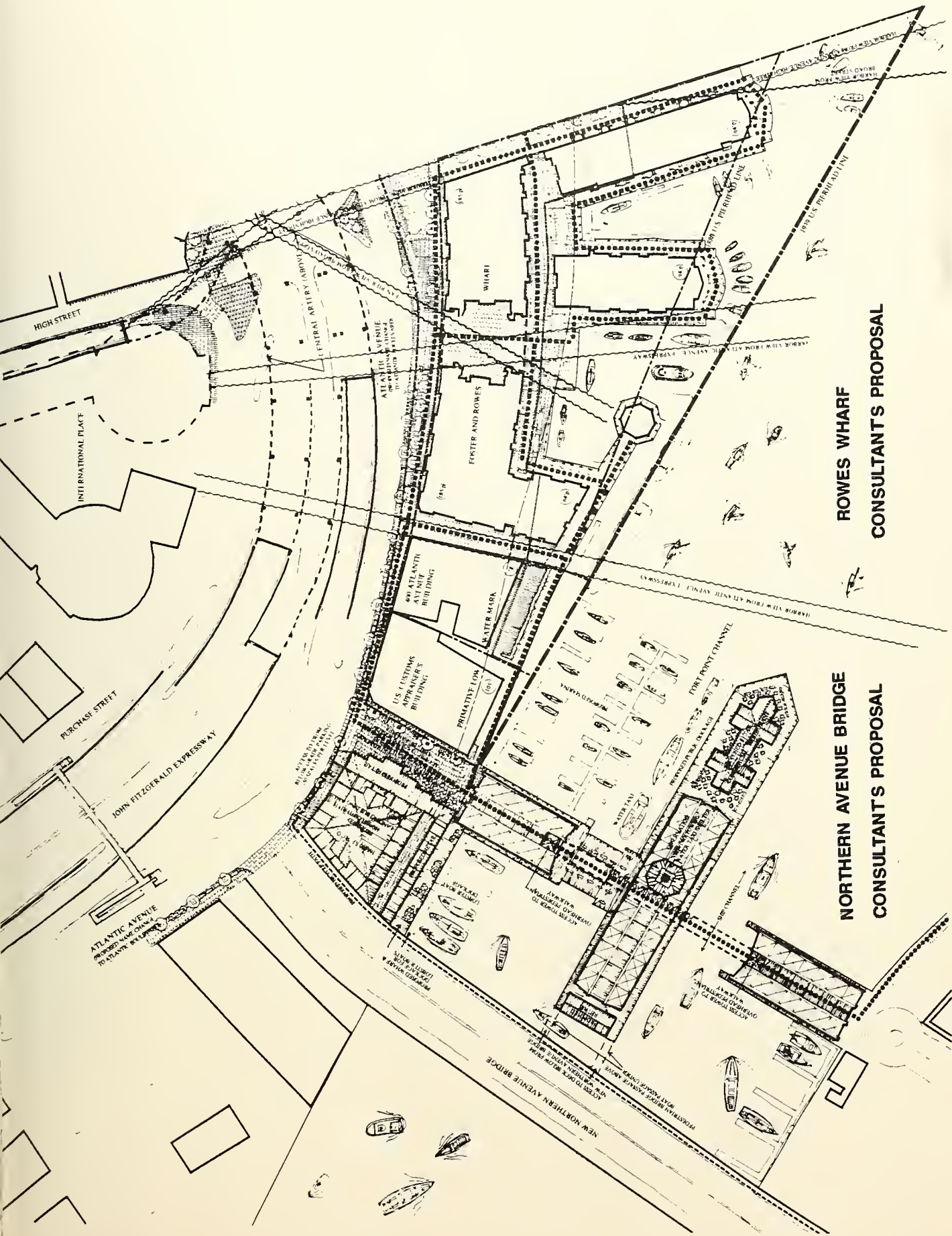
Downtown Boston with South Boston. This new 'up in the air' pedestrian bridge would span the Fort Point Channel and thus would not interfere with large boat activity at the mouth of this very important water body.

Fosters and Rowes Wharves

Commentary

In general this is a superior development, in that it has effectively integrated public use, water related use, and private use in a way that permits active and invited public access to this important wharf along the Boston North End Waterfront. The one tragic loss in this development was not locating the visual opening through the project, in such a way so as to preserve that important 'down-harbor' view from Broad Street to the magnificent Boston Harbor and the Harbor Islands beyond.

However, one opportunity that was not overlooked, but enhanced, was the opportunity to reinforce the extremely important 'Cross Wharf' connection and view which runs parallel to Atlantic Avenue, from Fosters and Rowes Wharves, through India Wharf, through Central Wharf, and with the adoption of some recommendations to be discussed potentially beyond to Commercial and Lewis Wharves and then out to where the Mystic Channel and Charles River Basin intersect Boston Harbor.

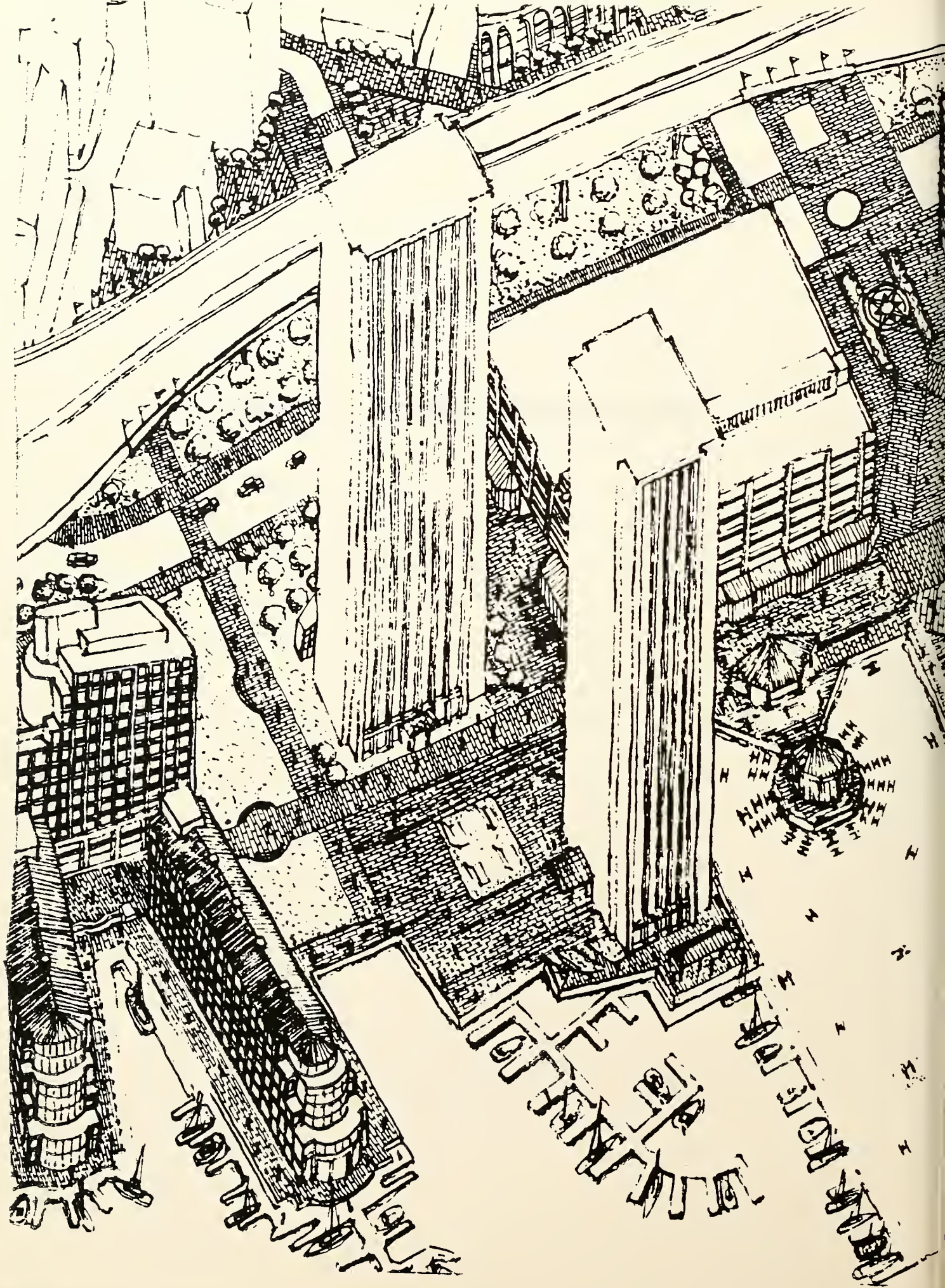


**ROWS WHARF
CONSULTANT'S PROPOSAL**

**NORTHERN AVENUE BRIDGE
CONSULTANT'S PROPOSAL**



INDIA WHARF/HARBOR TOWERS



India Wharf/Harbor Towers

Commentary

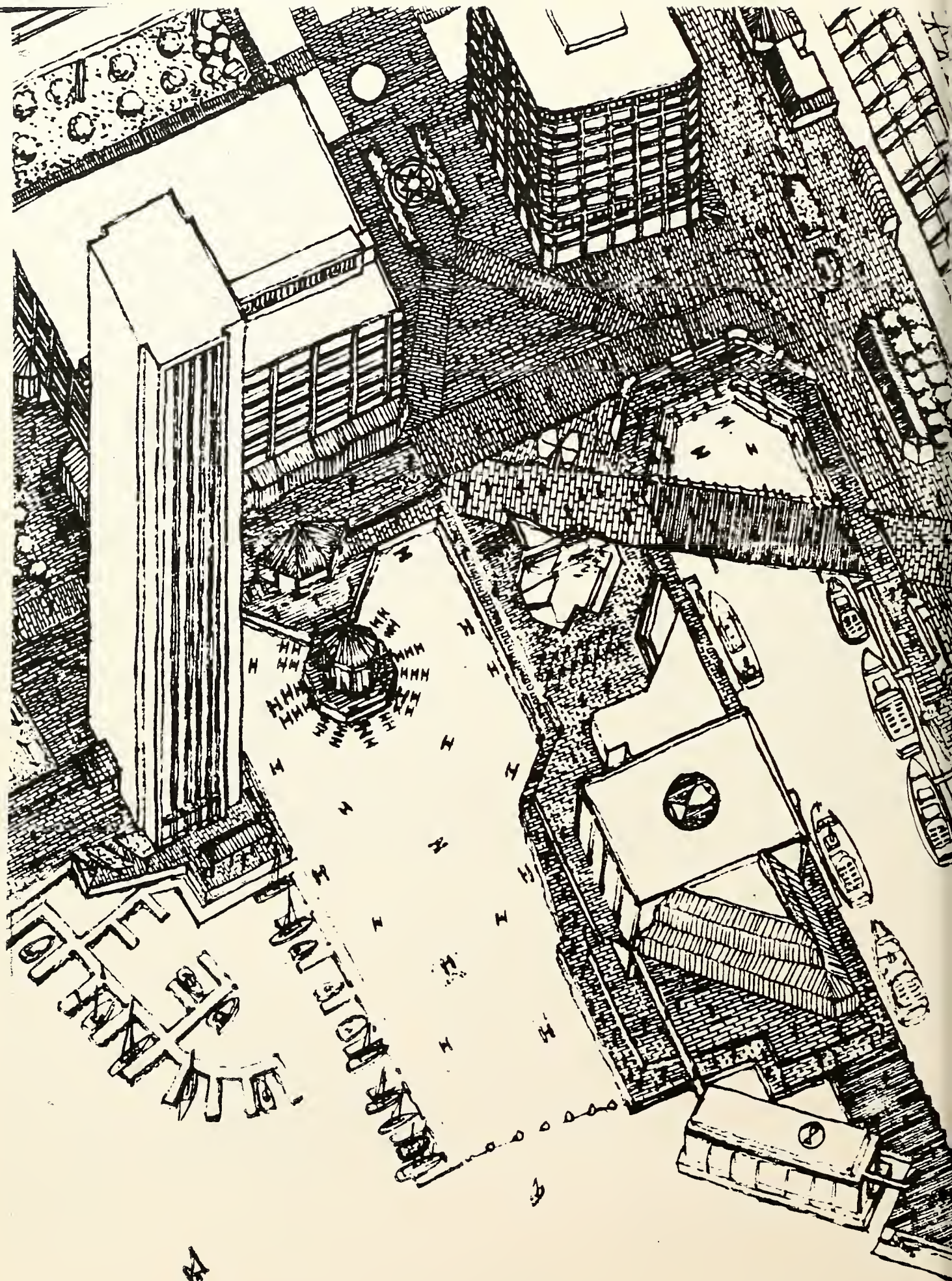
India Wharf presents a strategic opportunity to redress a number of important public, pedestrian, and visual access and connection issues, that were overlooked or permitted where they should not have been. These issues include the impossibility of seeing Boston Harbor from the Downtown Financial District because of the wooden picket fence, shrubbery and trees enclosing the Harbor Towers open-air-swimming pool south of Tower Two. Or, the fact that, an ugly wire fence enclosing the pool along with some inappropriate landscape prevent achieving the 'Cross Wharf' connection and view that was a significant part of the original Urban Renewal Plan, and was applied later to the development on Fosters and Rows Wharf. It also needs to be mentioned that this open space between the Rows Wharf development and Harbor Towers Two, approximately one hundred and sixty (160') feet is the widest opening along the whole Downtown-North End waterfront, aside from Waterfront Park.

Ideas-Recommendations

1. In order to make possible the Downtown Financial District pedestrian and visual connection to Boston Harbor, the wooden picket fence, the shrubbery and trees along that open space, between the Rows Wharf development and Harbor Towers building Number Two, will have to be removed. In addition, in order to make possible the very important Cross Wharf connection, the wire fence and some of the shrubbery and trees will have to be removed. As a further important recommendation, the Harbor Towers in-ground-open-air-swimming pool could, and should, be relocated to the unused landscaped open space on the west side of Tower Two. (If the Condominium Owners desired, it could be enclosed and possibly even combined with a modest health club type of facility.)
2. One of the most significant benefits that can be achieved for the public once the fence, landscape, and pool relocation takes place, is that this approximately one hundred and sixty (160') foot wide and two hundred and thirty (230') foot long, thirty seven thousand (37,000 s.f.) square foot space can now be recaptured for public open space use and enjoyment. I predict, that with creation of new mini-park/open space here, (within the shortest, quickest walking distance from the adjacent heavily populated Downtown Financial District and only eight blocks from the Downtown Crossing Shopping District), will become one of Boston's most actively used and enjoyed amenities in the Downtown. In addition, re-capturing this space for the public will provide a much needed and desired pedestrian and visual connection, from the very important ends of Broad and High Streets, which recent developments, such as Fosters and Rows Wharves and International Place have unfortunately compromised or obscured.
3. Harbor Towers parking circle, the security booth, and the trees in the traffic parking circle should be moved eastward, and the ten open parking spaces eliminated so that pedestrian and visual connections to Boston Harbor can be restored. Furthermore, the four stainless steel sculptures should be moved into this new relocated parking circle, where a new and appropriate setting can be made, and where they no longer inadvertently block views of magnificent Boston Harbor.

4. The first row of trees along the south side of East India Row should be removed because they block Harbor views from the intersection of Franklin and India Streets and the Under Artery roadway. East India Row should be narrowed and repaved in brick and granite, similar to the treatment done at State Street east of Atlantic Avenue. Note: in a later section, of this report, further comment will be made of the treatment of the Atlantic Avenue-Commercial Street corridor.
5. Harbor Tower Garage should eliminate the ten (10') foot ground level arcade which was insisted upon in the Old Urban Renewal Plan and Controls, which I originally wrote. The owners of the Garage should be encouraged to extend a new glass, greenhouse type structure out, approximately twenty (20') feet thus creating a more lively, inviting, active pedestrian scale shopping face, while at the same time diminishing the overbearing garage structure effect with little shops hidden beneath.
6. The open space-landscaped-paved-pedestrian walkway and the garage described above is nothing short of a disaster. It is unkempt, and infrequently used by either pedestrians or bench sitters. Next to the 'Great Cove' water body between Long and Commercial Wharves, which is approximately four hundred and fifty (450') feet wide, this is the second widest water inlet, along the Downtown-North End Waterfront, and measures some two hundred and forty (240') feet in width. Yet, except for some boat slips which are part of a local sailing club, this water slip is bereft of public water use and activity. Therefore, my recommendation is to create a glass covered, semi-enclosed sitting and performance area in the middle of this walkway, facing the water inlet along the kiosk where 'Paddle Boats' can be rented for _____ to use within a protected area of this water inlet. This Paddle Boat use would not only give the public a real and inexpensive, enjoyable experience on Boston Harbor, but it would also afford wonderful water views of Downtown and Quincy Market-Faneuil Hall. Furthermore, the remaining dying trees and dilapidated benches along this walkway should be removed and replaced and the paving repaired. I recommend construction of several raised planters filled with shrubbery and seasonal flowers next to which comfortable seating could be placed, some with transparent wind screens, to encourage public use and enjoyment of this improved Cross Wharf promenade, this would become part of the HARBORPARK continuous walkway network.

CENTRAL WHARF/NEW ENGLAND AQUARIUM



Commentary

The New England Aquarium on Central Wharf serves one of the most appropriate, and important people-generating uses along the Downtown Waterfront. A little known story is that the credit for the Aquarium being located in Boston, rather than on Route 128 in the suburbs, goes to some very dedicated public/ private sector people, who exerted great vision, leadership, and resolve including the late Daniel Ahern, former Executive Director, and the late, Frank Christian, former President of the Greater Boston Chamber of Commerce's Downtown Waterfront Corporation; and from the Aquarium, David Stone, and the late Edward Taft, two outstanding public spirited private benefactors founders of the New England Aquarium, and for the City of Boston, former Mayor John Collins, and his Development Administrator, Edward Logue, and, to a lesser extent, myself; with my task being to show them how it could physically be done. I mention this Public/Private Partnership of the 1960s because it is being applied more creatively, extensively, and successfully under the leadership of Mayor Raymond L. Flynn and his dynamic Development Director Stephen Coyle. This new spirit of Public/Private Partnership, I believe, does well for the implementation of a number of the Ideas-Recommendations contained in this report. The political and economic climate, along with timing and vision have everything to do with effectuating sound, creative public policy.

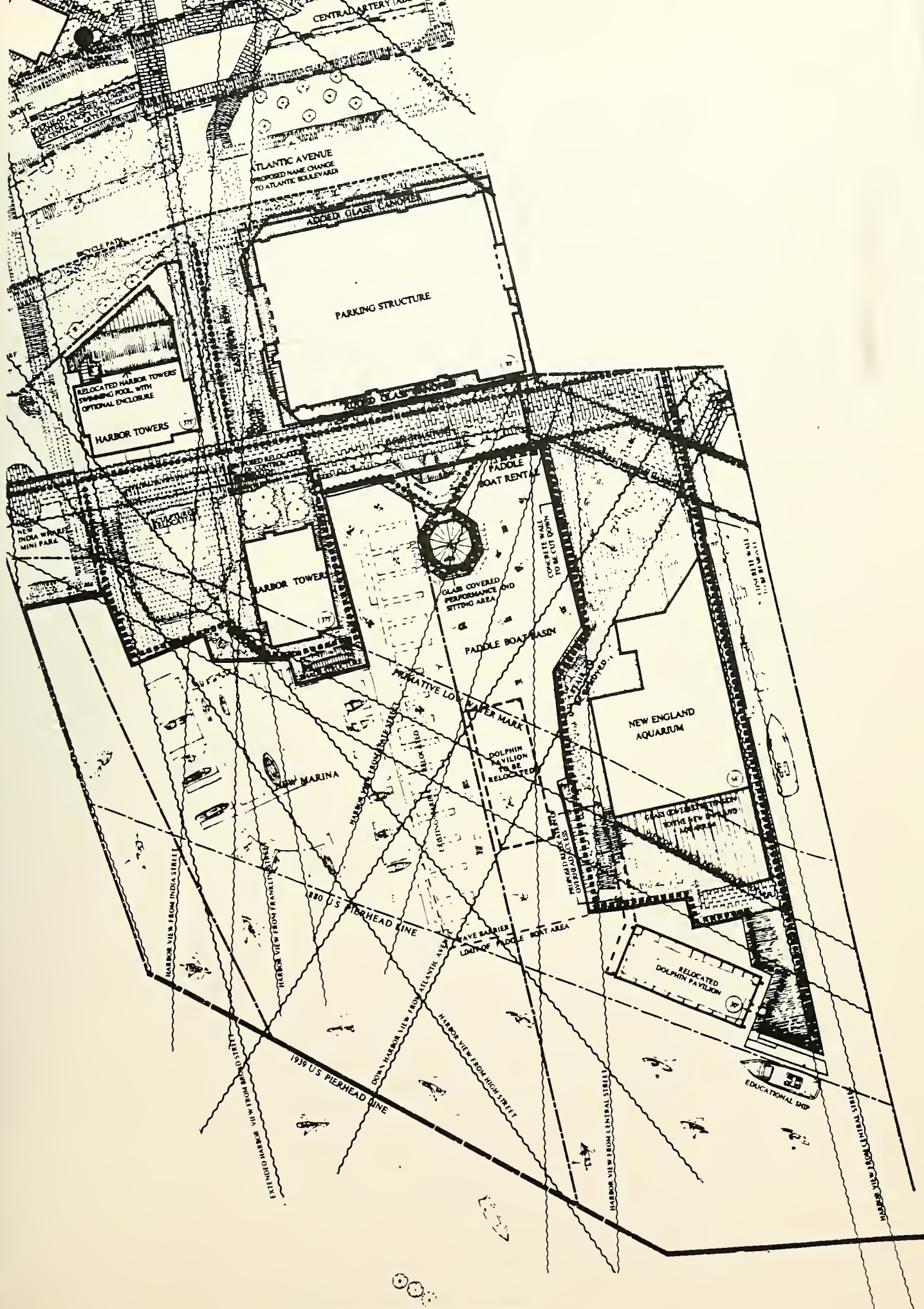
There are several critical issues related to Central Wharf and the New England Aquarium. If they can be addressed, in the spirit of creative cooperative Public/Private Partnership, they will provide meaningful and significant benefits in reconnecting the pedestrian public, to the full scope and magnificence of Boston Harbor and its Harbor Islands. Furthermore, by adding some additional space in a more open, more transparent form the Aquarium can further enhance its prominence as an important and exciting location for Public-Private use on Boston Harbor.

Ideas-Recommendations

- 1) The most critical issue, and maybe the most essential to accomplish, is to relocate the Dolphin Theater Barge Pavilion approximately 200 feet east of its current mooring location. This will capture the only close to Downtown, the so-called 'one hundred percent corner-State Street, Atlantic Avenue with the Aquarium Subway station' critically significant 'Down Harbor' view of Boston Harbor and the Harbor Islands beyond. To appreciate the majesty and importance of this incredible view, just walk from Aquarium Station diagonally across State Street, past the angled corner of the New England Telephone Company Building at the foot of State Street, to what was formerly the roadway of old Atlantic Avenue. Continue to walk in the direction of the Harbor Towers Parking Garage, keep your eye on the northwest corner of the Dolphin Barge. Beyond a certain point, an unsurpassed view of Boston Harbor will unfold, and if that doesn't convince you, then nothing my work can say, will.

The Dolphin Theater Barge can be moved to where we show it out in sketch and, if necessary, protected by a floating wave barrier, as the US Constitution is, or to an alternate location. The cost for relocating the Dolphin Barge and removing one of the concrete entrance-egress stairs, and providing another, could be a shared public-private expense, or could be part of future development by the Aquarium on the outboard east end of Central Wharf.

- 2) The east end of Central Wharf deserves some special attention, it currently is a fenced, unattractive open space. In addition, the rear of the New England Aquarium Building is its least attractive face. One of the real disappointments is that with the exception of the open air seal pool, on the entrance-court side, there are no other places on the ground level of the facades of the Aquarium Building that give the pedestrian a peek at the entertainment, education, and excitement that goes on within the confines of the concrete wall of this wonderful building. I recommend that in an expansion of the New England Aquarium, at the east end of the building, that there be some serious consideration given to a transparent treatment here.
- 3) I recommend that the forty-two (42") inch concrete parapet walls (which run along the north and south sides of Central Wharf, and separate the upper plaza from the lower public edge walkway), be cut down from where they begin. Back to what was the old Atlantic Avenue roadway alignment, to the west edges of the Aquarium structure. Presently the walls obstruct any view of the Harbor, especially for children. Even after the Dolphin Theater Barge Pavilion is relocated unless these concrete walls are lowered and replaced with a pipe or other more transparent rail, important views of Boston Harbor will still be impaired. Another extremely relevant and significant issue takes place at the southwest corner of the water slip between Central and India Wharves, where an important transition and visual direction should be accomplished in order to recreate the Cross Wharf Connection and view corridor. This was obstructed, and essentially eliminated, by the ground floor of the Marriott Hotel on Long Wharf which was allowed to fill in the sixty (60') foot wide pedestrian and visual opening that was part of the BRA's Developer Kit for this parcel. This has caused Boston's continuous Downtown-North End Waterfront to be divided into two halves, one half, south of the Marriott Hotel, the other half, north of the Marriott Hotel. This subject will be fully treated in the Long Wharf section of this report.

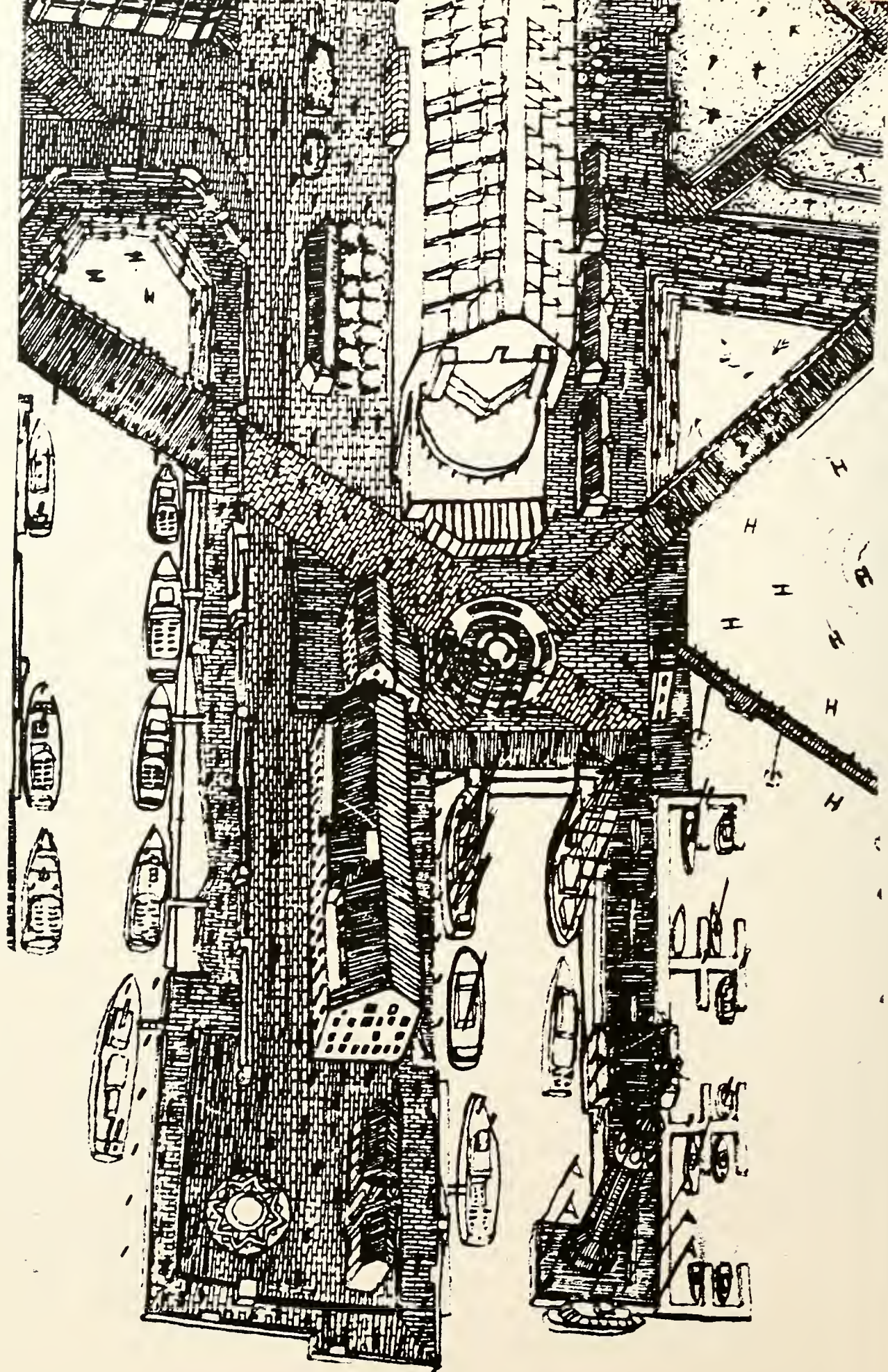


INDIA/CENTRAL WHARF





LONG WHARF



Long Wharf

Commentary

Of all the wharves in Boston Harbor, Long Wharf is the most important. This is true from a historical perspective, and from the fact that it is the land mass that protrudes furthest out into Boston Harbor from the Downtown peninsula. Because of its protruding land mass, which is further reinforced by the 'Great Cove' water body on its north side, it serves as a strategic transition point, the pivot point, connecting the Downtown south side of Boston Harbor and its wharves such as Central, India, Fosters-Rowes with the North End, north side, and its wharves such as Commercial, Lewis, Sargent's, Union, Lincoln, Battery, and Constitution.

The greatest planning-urban design tragedy was permitting the hotel development on Long Wharf to violate the BRA controls established for this parcel, which required an 'open air' sixty foot (60') wide pedestrian-visual easement between parcels A6 and A7. These parcels were combined into one development parcel, by an agreement between the BRA and the Waterfront Residents Association, to permit development of a smaller scale hotel. (I personally negotiated that agreement between the then Developer, the BRA, and the Waterfront Residents Association.) Regardless of whether one likes the architecture of the building, it is fair to say that this five hundred (500') foot long building has physically cut Boston's Downtown-North End Waterfront into two parks, a south half, and a north half. It has irrevocably cut off the pedestrian and visual relationship and the extremely important Cross Wharf connections that historically existed. This historical fabric needs to be reknit so that the Downtown and the North End Waterfronts are again connected, as envisioned in the HARBORPARK guide lines.

Ideas/Recommendations

1. Instead of attempting to minimally improve the connection-view corridor through the obscure, lower entrance lobby of the Marriott Hotel, I recommend the creation of a new diagonal Cross Wharf connection-view corridor, to be marked by the southeast corner of the Marriott Hotel and the southwest corner of the Chart House Restaurant Building. This new seventy foot (70') wide diagonal Cross Wharf corridor, and the open space it forms, if properly emphasized and carefully treated, can become a special new open space, and part of the HARBORPARK continuous walkway network. It will provide the means for reintegrating the Downtown and North End Waterfronts. I suggest this special new open space be called T Wharf Landing, after the old T Wharf that existed at this location for several hundred years. At 'T Wharf Landing' I recommend that a new mini-tower-stair elevator structure be constructed, to connect with a proposed new 'up in the air' pedestrian bridge, across the 'Great Cove', to Commercial Wharf. At Commercial Wharf, a second mini-tower-stair elevator will permit pedestrians to descend to a newly created mini-open space, or continue 'up in the the air', to Lewis Wharf, where another mini-tower-stair elevator structure would let the pedestrian descend and follow the HARBORPARK continuous walkway network.

To visually and physically be directed to this new diagonal Cross Wharf connection, the transition needs to take place at the joint (or node) at the northeast corner of the Harbor Towers Garage, and the forecourt in front of the Aquarium's revolving sculpture. This is also the place where the water slip between Central and India Wharves, and the pedestrian promenade from Rows Wharf intersect through a new opening, proposed at the Harbor Towers' swimming pool, on India Wharf. At this strategic junction the granite slab paving (which begins at the north edge of Rows Wharf) continues diagonally across the New England Aquarium Plaza, where it joins a new wooden pedestrian waterwalk walkway. The walkway, constructed just above mean high water, will allow for a unique, close to the water feeling as part of the HARBORPARK experience - arriving at Long Wharf, where the granite slab paving continues diagonally across Long Wharf, to this new special transitional space called T Wharf Landing.

From T Wharf Landing, heading in a northerly direction, instead of taking the pedestrian overhead walkway bridge one can take another waterwalk walkway, which crosses the edge of the 'Great Cove' and heads towards Christopher Columbus Park. Here, one can either continue on the HARBORPARK walk towards Commercial Wharf and the wharves beyond, or keep walking through the Park and up Richmond Street to the North End. Coming south, along Commercial Street, from the direction of Sargent's, Lewis, Commercial Wharves, etc. one enters Christopher Columbus Park, and soon picks up the new diagonal pedestrian waterwalk walkway at the intersection of the pedestrian extension of Richmond Street, and continues through Christopher Columbus Park to the 'Great Cove' water edge.

2. I recommend that the Visitor Center, proposed in the plan prepared by the BRA's Consultant, Sasaki Associates Inc., not be put in this newly created T Wharf Landing, transitional Cross Wharf open space. Instead, it should be moved to the unuseable open space, between the north face of the Marriott Hotel and State Street and Atlantic Avenue, and become an attractive new addition-attachment to the MBTA's Aquarium Subway Station. The change in location for the Visitor's Center would permit an unobstructed view through this new T Wharf Landing, transitional Cross Wharf open space, and it would make for a more accessible, visually prominent, and functional facility. (Located at the subway entrance-exit, for Logan Airport and other points in the T's transit system.) In addition, it is at this precise location where one can experience the newly recaptured, incredible 'down harbor' view of magnificent Boston Harbor.
3. I would recommend that the Viewing Tower, proposed for the end of Long Wharf, be slightly moved in a northerly direction, so that only the edge of the Tower is visible. Therefore, looking down the 'Walk to the Sea' pedestrian way through South Market Street from Faneuil Hall, the view of Boston Harbor will not be obstructed by the Tower.
4. I would recommend that the Shade Structure DEM information booth be incorporated into the Ticketing/Storage/Seating Modules on the south side of the Marriott Hotel. Further, I strongly recommend that the proposed location for the trash compactor be changed, and that it also be incorporated into the Ticketing/Storage/Seating Module. It should

not be permitted to obstruct the new diagonal Cross Wharf view and pedestrian walkway from Central Wharf, to Long Wharf, to T Wharf Landing.

5. I recommend that enclosed, glass greenhouse type retail structures be built along the length of the north side of the Marriott Hotel. This will bring some life and activity to this important and under-utilized pedestrian walkway.
6. I recommend that the large boat slips and public landing floats not be placed past the eastern edge of the Chart House Restaurant building. Instead, this inner portion of the 'Great Cove' could be used for Paddle Boats and other small Toodling Boats, for the general public to experience actually being on the water. I recommend that the Public Landing be moved from where it is proposed in the 'Great Cove' and be put at T Wharf Landing, the new Ceremonial Public Landing Point, and transitional space of the Cross Wharf HARBORPARK continuous walkway network. I also suggest that the Shade Structure and Storage Building at the southeastern corner of the 'Great Cove' and the 'Walk to the Sea' not be placed here, and that an alternative location be found.
7. I recommend a different treatment for the promenade space on the east-water side of the New England Telephone Company Building, than is being proposed. Furthermore, I recommend that this space, along with the other important spaces which includes: the extension of Milk Street, the entrance to the Harbor Tower Garage, a small BRA parcel (which is occupied by a rental car agency and its kiosk), and the extension of Central Street (which only serves as the service entrance to the New England Telephone Company Building) receive special treatment. First, the extensions of Milk and Central Streets along with that small BRA parcel should be treated as a new mini open space park. It should be properly landscaped with no asphalt, paving or curbs, instead, and granite paved, with bollards acting as a means of separating pedestrians from cars - in other words, a wharf look instead of a street look. I recommend that the landscape treatment for this space not be of the kind that will obstruct this very important diagonal northeast view from the ends of Franklin and India Streets and to Boston Harbor. I also recommend that the north side curb line of State Street, east of Atlantic Avenue, be moved out an additional 20 feet and that the new Visitors Center be allowed to protrude beyond the face of the existing Aquarium T station. A new, inviting transparent glass facade could replace the uninviting brick facade that currently exists there. Furthermore, I recommend that the trees on the south side of State Street be removed and relocated, because they clearly block a very significant view of Boston Harbor (down from upper State Street to the end of Long Wharf, and the water slip between Long Wharf and Central Wharf). In addition, the granite curbs on both sides of State Street, east of Atlantic Avenue, should be removed and replaced with bollards, and there should be no difference in the grade elevation between the so-called sidewalk and street portions of State Street.

8. Another extremely important area that I strongly recommend some changes be made, is the south portion of Waterfront Park, from the north edge of the Marriott Hotel, approximately 100 feet along Atlantic Avenue, and widening to 200 feet at the beginning edge of the 'Great Cove'. The pedestrian surface elevation grades of Waterfront Park have been raised, from approximately elevation seventeen Boston City Base, (where the 'Walk to the Sea' meets the Under Artery roadway, and continues at this same level grade until one crosses Atlantic Avenue to the beginning point of Waterfront Park). Because the grades of Waterfront Park have been raised to approximately elevation twenty-one Boston City Base, a four foot (4') height difference, plus planted with shrubbery, it is almost impossible to see the exciting water activity in the 'Great Cove'. The Great Cove was created to be the visual focus point, and not to be obscured or obstructed by a grade change and landscape. The argument has been presented that the water can be experienced by passing along the raised portion of the Park, or by mounting the steps to the Rose Arbor Promenade. (I certainly hope, this argument will not continue to represent prevailing opinion.) The idea behind the "Walk to the Sea" and the removal of the State and Clinton Street ramps to the Central Artery was that there would be an unimpeded view of the Waterfront and Boston Harbor down South Market Street, creating a real, perceived 'Walk to the Sea', the sea you cannot now see. In addition to changing the elevation grades, at this critical location, back to elevation grade seventeen Boston City Base, I also recommend that the trees along the Marriott Hotel side of the 'Walk to the Sea' be removed and relocated because they block the view of Boston Harbor. It should not be assumed that I am anti-landscaping; shrubbery and trees are a very important part of the ambience of any open space, if they are located in the correct way, they can enhance the beauty and quality of an open space, while providing scale and direction to reinforce certain desired views.

With the landscape contract for the Rose Fitzgerald Kennedy Gardens, we could correct this elevation grade and landscape problem and restore 'Boston's Window on the Sea'. While lowering these grades, we should relocate the wooden rose arbor structure at a more sympathetic angle to the massive granite Mercantile Wharf in the background and the Rose Fitzgerald Kennedy Gardens in the foreground, so that it better harmonizes with this important city fabric geometry. The cobblestone paved lower plaza area, adjacent to the edge of the 'Great Cove', should be replaced with large granite slabs, or some other appropriate paving materials, because it is impossible for the elderly, for families with toddlers or pushing a stroller, to walk comfortably and safely on this existing surface. I further recommend that when this paving change is made, a portion of the seawall be modified, and large granite block steps be introduced so the public can have access to the water's edge, so they can feel and touch Boston Harbor, as is the case, in numerous port cities in the United States and Europe where, by the way, the water is no cleaner.

Another portion of Waterfront Park, or as it is named, Christopher Columbus Park, that deserves some rethinking, and possibly some alteration, is the pedestrian pathway and connection to the 'Great Cove' down from important Richmond Street in the North End. Again, because of the raised elevation grade situation, the view of Boston Harbor is visually impeded; this is further exacerbated because of the last row of trees, on the south side of this pathway. This situation should be corrected. Consideration should also be given to creating a more important monument commemorating Christopher Columbus, and the current small sculpture statue of him, moved to a more appropriate adjacent park setting, with proper landscaping and benches.

NEW ENGLAND
TELEPHONE COMPANY

15
MET. QUARANTINE
STATION

MARRIOTT HOTEL

RELOCATE TRELLIS AND
EARTH RETAINING

PROPOSED LOWERING
OF EXISTING GRADE WITH
VIEW CORRIDOR

PROPOSED RELOCATION
OF EXISTING WALKWAY
AND LAWN

EXISTING
ESCALATOR

MARRIOTT HOTEL

TRASH COMPACTOR
TO BE RELOCATED
AND INTEGRATED
WITH DEM. INFO. BOOTH
TICKETING/STORAGE/
SEATING MODULE

CUSTOMS
BLOCK
BUILDING

PUBLIC LANDING

PEDESTRIAN OVERHEAD
WALKWAY BRIDGE

RELOCATE
WAITING/TICKETING
BOOTH

MOORED PUBLIC BOAT

HEAD
WAITING AND
TICKETING

CONTROL BUILDING

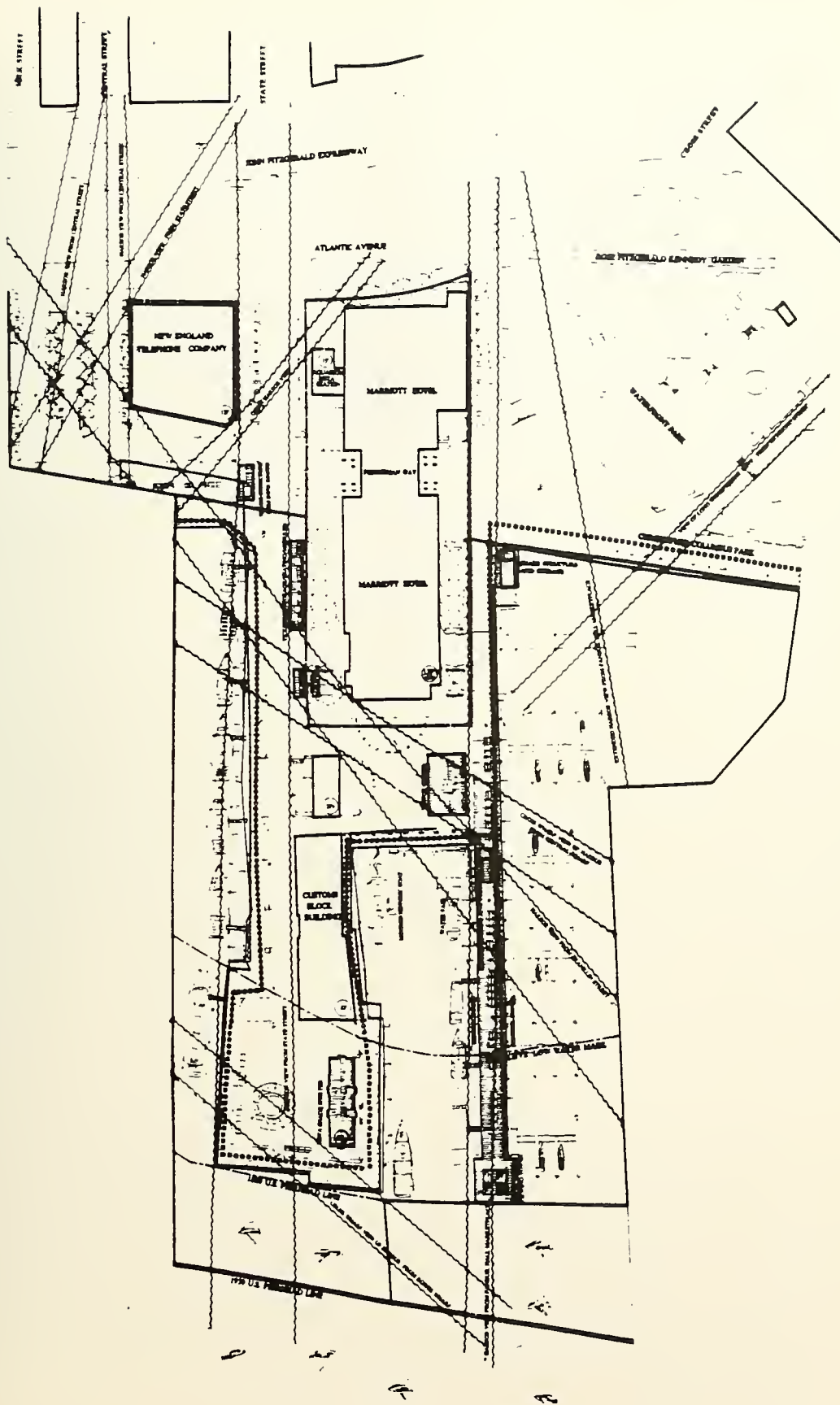
FRANKLIN STREET

1880 U.S. PIERHEAD LINE

HARBOR VIEW
FROM FANEUIL HALL MARKET PLACE

LONG WHARF

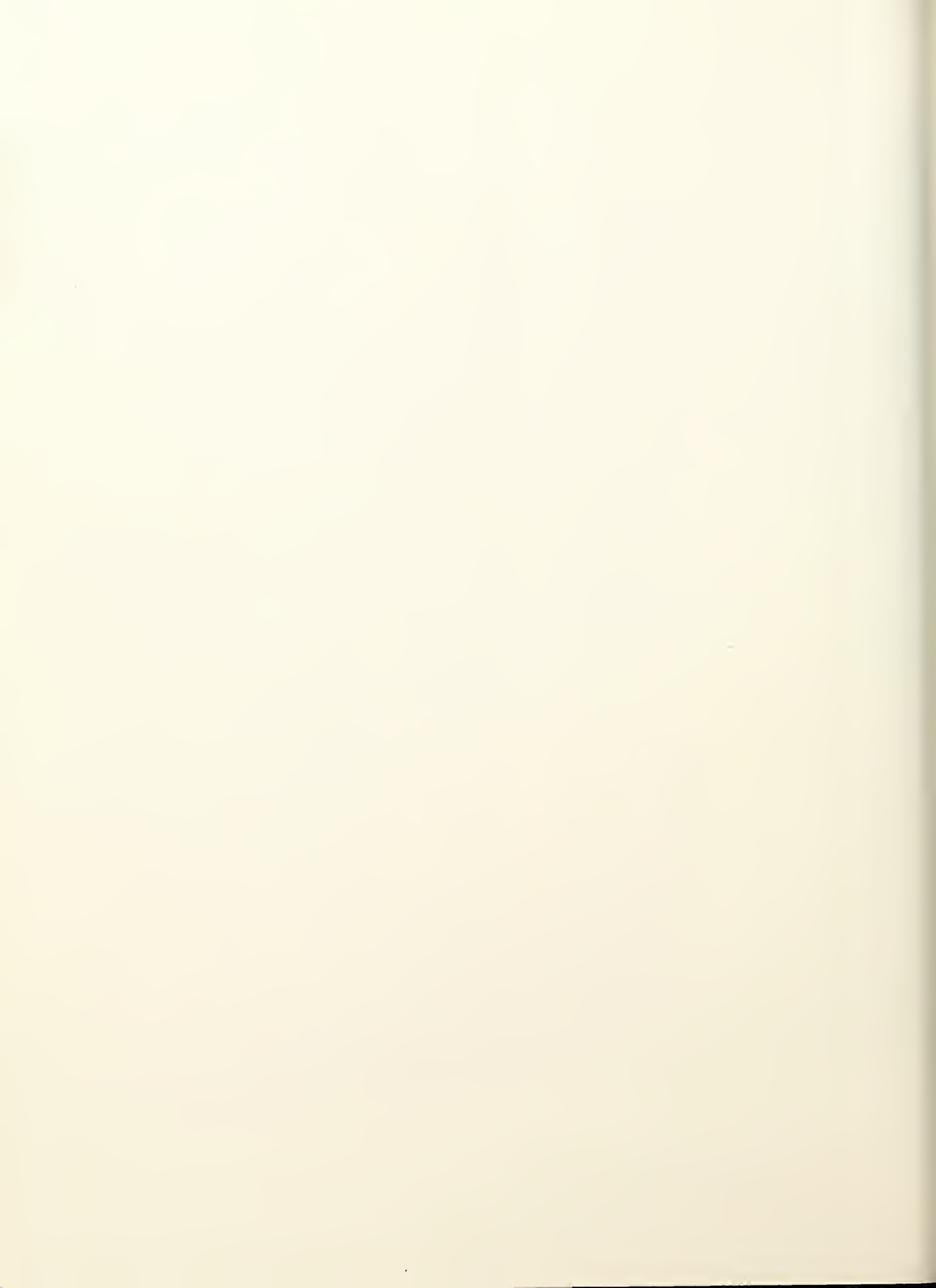
CONSULTANT'S PROI



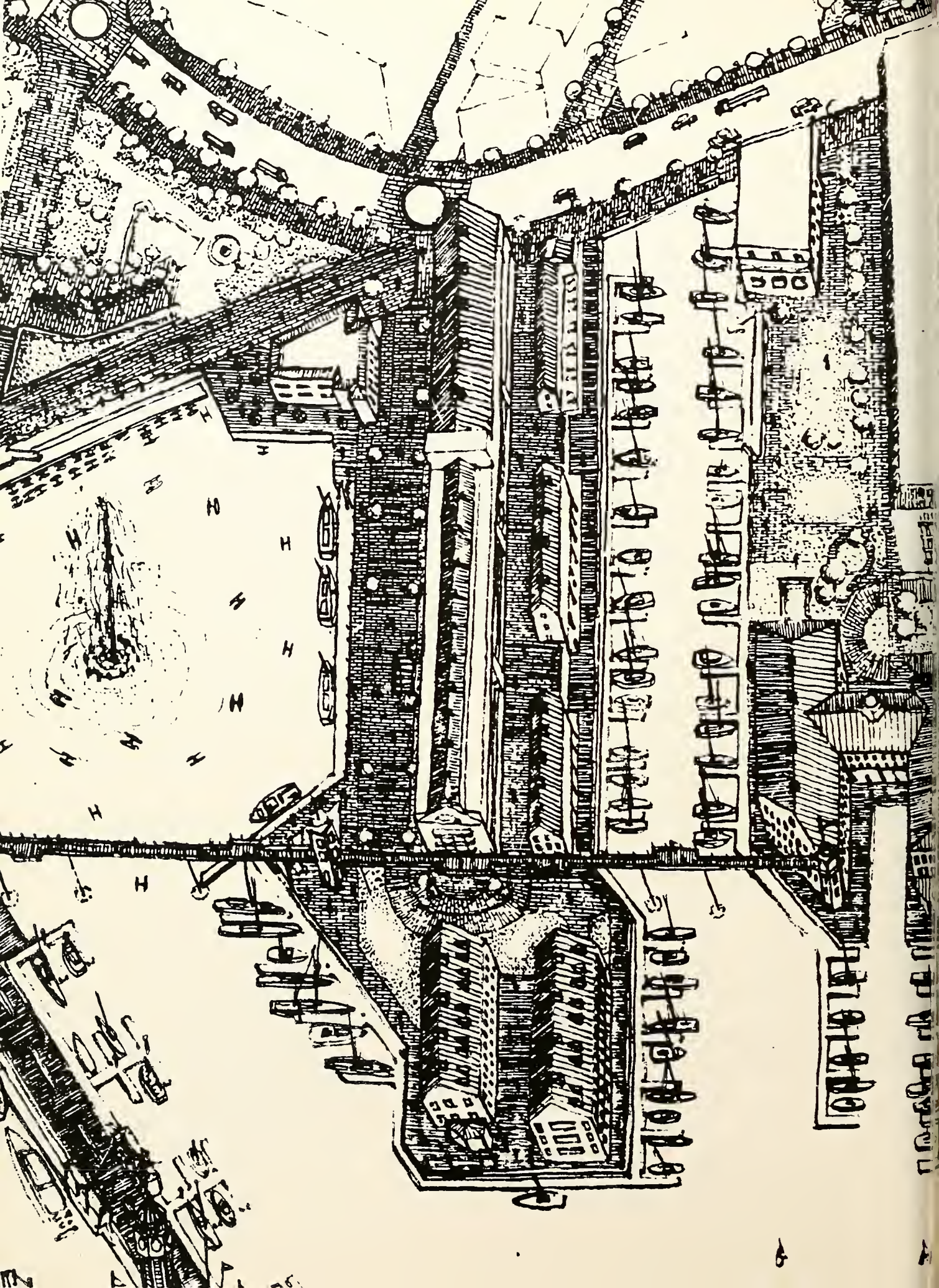
LONG WHARF

DEVELOPER'S PROPOSAL





COMMERCIAL WHARF



Commercial Wharf

Commentary

Commercial Wharf is next in importance to Long Wharf because together they form the 'Great Cove', the largest body of water along the Downtown-North End Waterfront. In addition, the entrance to the 'Great Cove' is flanked by Commercial Wharf on the north and Long Wharf on the south.

At the time of the preparation and promulgation of the Downtown Waterfront-Faneuil Hall Urban Renewal Plan in 1964, Mr. Tillotson, then the owner of Commercial Wharf, began rehabilitation activity by converting some of the vacant upper loft floors of the building into residential loft-type apartments, and some of the ground floors into commercial space. A portion of one of the old wooden wharf buildings was renovated into his own residence, and open parking was permitted on the wharf. These ad hoc renovations, and open parking were both encouraged and permitted because they represented the first signs of entrepreneurship in the Downtown-North End Waterfront in decades.

Now that the owner-developer of the portion of land east of the granite Commercial Wharf Building is proposing to develop some condominium housing, it seems to be appropriate that a careful look should be taken at the important position Commercial Wharf plays in the HARBORPARK continuous walkway network. This leads me to suggest some Ideas-Recommendations that I believe are worthy of consideration now.

Ideas-Recommendations

1. The current owners-developers, in their preliminary plans submitted to the BRA, are proposing the demolition of the majority of the existing wooden shed buildings, and the existing old wooden wharf structure. The exception to this is a small two-story wooden building (approximate floor area 4,000 s.f. x 2 floors = 8,000 s.f. gross) located near the southeast corner of the granite Commercial Wharf Building. My recommendation is that all the existing wooden wharf buildings and the existing wooden wharf structure be removed and replaced with new development.

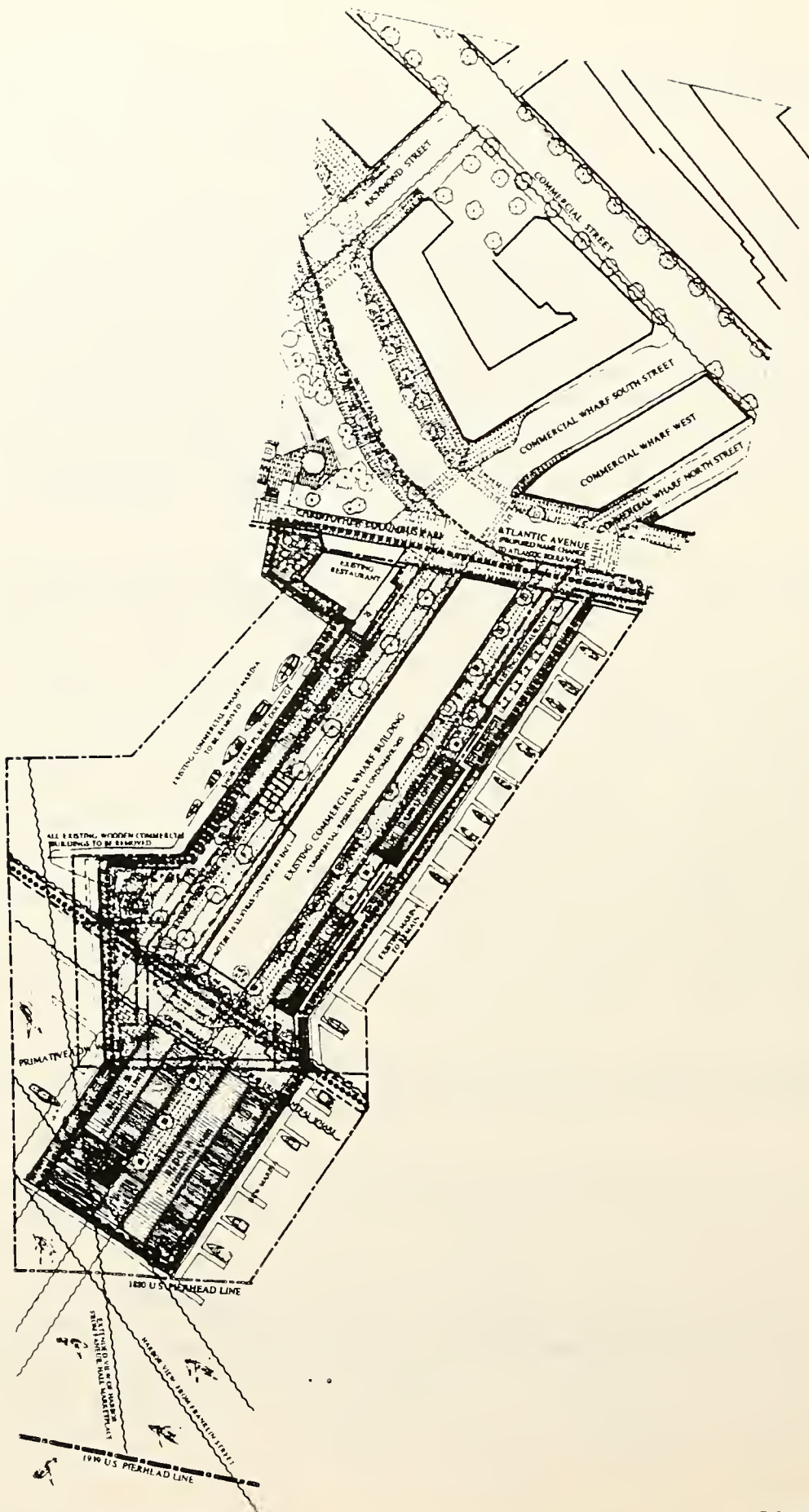
The significance of including the two-story wooden building for removal is the key position this building plays, both in marking the entrance, as well as in shaping the form, of the 'Great Cove' - the most significant water space in the whole Downtown-North End Waterfront area. Furthermore, keeping this particular building will have a very detrimental effect on re-establishing the 'Cross Wharf' corridor 'view to the sea' - the view from Central Wharf, through Long Wharf and T Wharf Landing, across the middle of the 'Great Cove', then through Commercial Wharf through Lewis Wharf, and finally out to the Inner Harbor at the mouth of the

Mystic Channel - this goal was intended in the original Downtown Waterfront-Faneuil Hall Urban Renewal Plan of 1964, and is consistent with the HARBORPARK goals expressed in 1964.

With the removal of this building this promontory can now become an important public open space, mirroring the T Wharf Landing open space proposed across the 'Great Cove' on Long Wharf. Furthermore, it can help to make up for the privatized atmosphere and lack of public open space, currently available on Commercial Wharf. As part of this new, landscaped public open space, I recommend the construction of another mini stair elevator structure, similar to the one proposed at T Wharf Landing and connecting with that 'up in the air' walk across the Harbor, overhead pedestrian walkway previously described. I further recommend that this overhead pedestrian walkway bridge continue across Commercial Wharf to Lewis Wharf, then descend, via a third mini stair elevator structure, to the ground, where it intersects with the ground level HARBORPARK continuous walkway network.

Part of my reasoning for recommending that the overhead pedestrian walkway bridge continue from Commercial Wharf to Lewis Wharf, and across the water slip between these two wharves, is that, for the pedestrian to have to descend at Commercial Wharf, and head back, almost six hundred (600') feet west to Atlantic Avenue, (the equivalent of two typical city blocks in Boston), then walk along Atlantic Avenue-Commercial Street to Lewis Wharf, an additional four hundred (400') feet, then turn to walk out to the end of Lewis Wharf, another six hundred (600') feet, when with the introduction of the overhead pedestrian walkway bridge, the distance is cut to only four hundred (400') feet, seems to me, most unfortunate. Additional points include: the importance of not only having a HARBORPARK walk along the long finger-form pier edges of Boston's Wharves, but in certain strategic locations, having a shorter, more direct, Cross Wharf walk, without always having to return to Atlantic Avenue-Commercial Street; and the desirability of having an 'up in the air' walk across the Harbor along with a ground level alternative, adds an exciting and meaningful new dimension to the HARBORPARK experience.

2. I recommend that the housing proposed by the owner-developers include active public retain on the ground level with residential above. This will diminish the privatized feeling this wharf has in comparison to the adjacent Lewis Wharf.
3. I recommend that the parking for these new proposed housing units be underground as shown in the owner-developer plans submitted to the BRA.
4. I recommend that an underground parking solution be found for the current, at grade parking now permitted on Commercial Wharf. Note: the whole issue of open parking and the negative effect it has on the environmental, visual, and quality of life aspects, for the public as well as the residents of Commercial Wharf, is a subject I discuss further in the section on Lewis and Union Wharves, where similar situations exist.



COMMERCIAL WHARF

CONSULTANT'S PROPOS

COMMERCIAL WHARF
CONSULTANT'S PROPOSAL

SITE AREA: 35,175 S.F. Gross - Land Area
171,736 S.F. Gross - Water Area - Between existing granite
bulkhead and 1880 U.S. Pierhead Line.
206,911 S.F. Gross Total Site Area

DEVELOPER'S PROPOSED CONTROLS:

F.A.R. .55
Open Space Requirements: Note: Based on ground floor buildings coverage of 27,200 S.F. and a site area of 206,911 S.F., including water, the open space allowed is 87%.
Setbacks: 15' along water's edge.
Height: 55' (to peak of roof)
Land Use: Retail/Commercial use required on ground floor. Minimum of 50% retail required at ground floor with balance being commercial.
Parking: Below grade parking to serve on-site uses.

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development: $206,911 \times .55 = 113,000$ S.F.
Site Area 206,911 - 87% open space = 27,200 S.F. Building coverage allowed.

Building A 12,000 S.F. Building Footprint
Building B 8,000 S.F. Building Footprint
Building C 3,600 S.F. Building Footprint
Building D 3,600 S.F. Building Footprint
27,200 S.F. (13% building coverage/87% open space)

Retail-commercial use requirement: 100% of ground floor = 27,200 S.F. required minimum.

Parking spaces available: 65 total spaces below surface provided.

AREA DISTRIBUTION

<u>Building A</u>	<u>Retail/Commercial</u>	<u>Office</u>	<u>Residential</u>	<u>Units</u>
Ground	12,000	-	-	-
Second	-	-	12,000	10
Third	-	-	12,000	10
Fourth	-	-	12,000	10
Fifth	-	-	10,000	8
Sixth	-	-	8,000	6
Sub-total	12,000	-	54,000	44 units
<u>Building B</u>				
Ground	8,000	-	-	-
Second	-	-	8,000	7
Third	-	-	8,000	6
Fourth	-	-	5,000	4
Sub-total	8,000	-	21,000	17 units
<u>Building C</u>				
Ground	3,600	-	-	-
Second	-	3,600	-	-
Third	-	1,800	-	-
Sub-total	3,600	5,400	-	-
<u>Building D</u>				
Ground	3,600	-	-	-
Second	-	3,600	-	-
Third	-	1,800	-	-
Sub-total	3,600	5,400	-	-
Totals	27,200	10,800	75,000	61 units

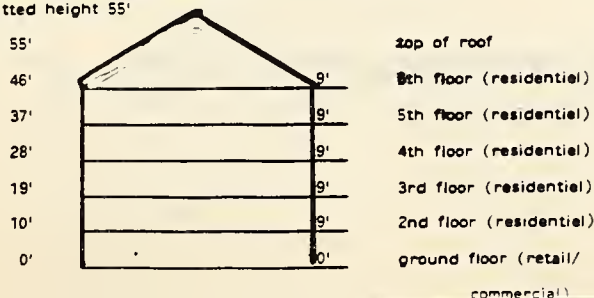
ANALYSIS OF AREA DISTRIBUTION

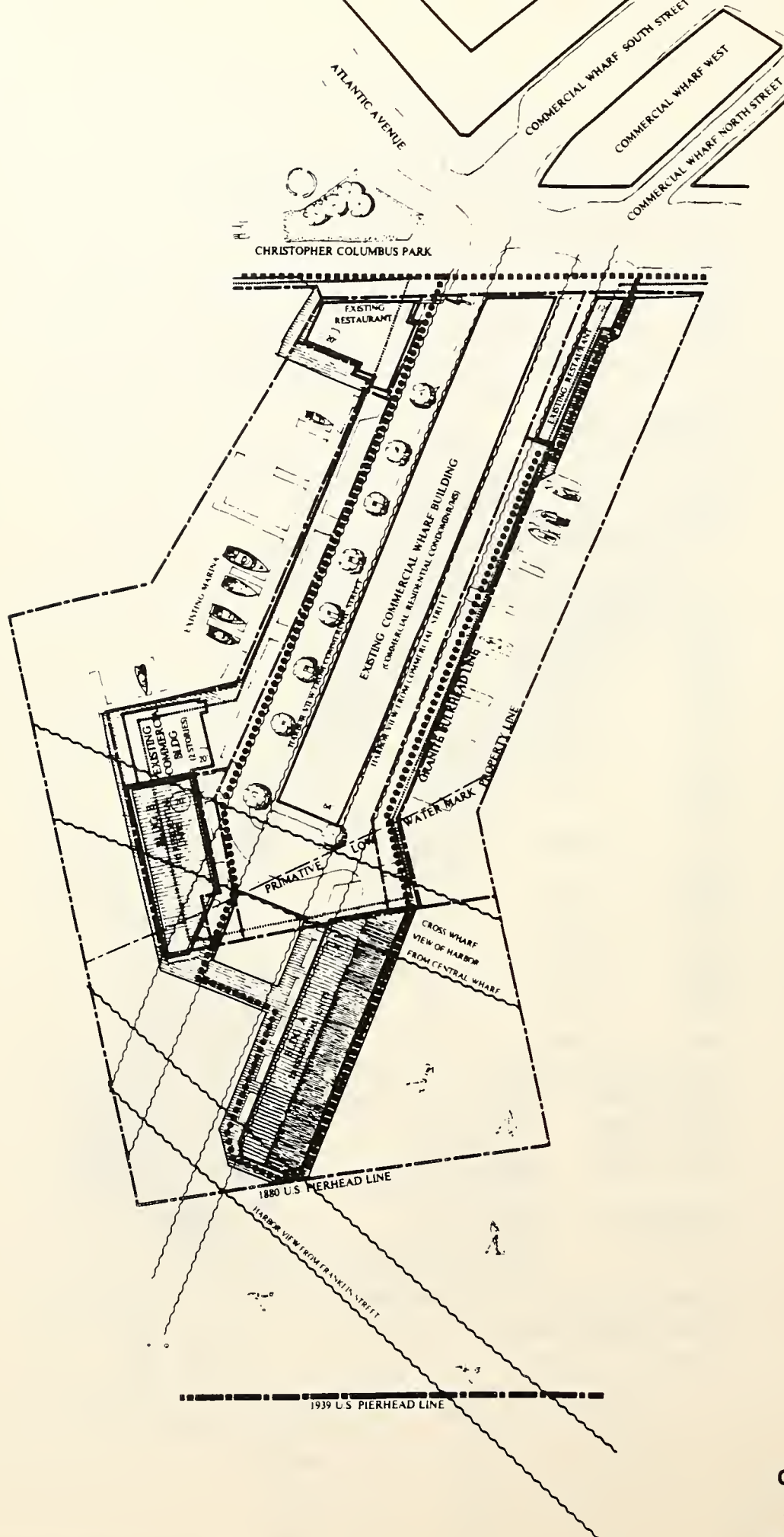
Permitted Development	113,000 S.F. Gross
Building A sub-total	66,000 S.F. Gross
Building B sub-total	29,000 S.F. Gross
Building C sub-total	9,000 S.F. Gross
Building D sub-total	9,000 S.F. Gross
	<u>113,000 S.F. Gross</u> (Maximum Allowed Development Area)
Retail/Commercial Total	27,200 S.F. Gross
Residential Total	75,000 S.F. Gross
Office Total	10,800 S.F. Gross
	<u>113,000 S.F. Gross</u> (Maximum Allowed Development Area)

Unit Count: 61 residential one and two-bedroom units

MAXIMUM DEVELOPMENT HEIGHT (Building A shown)

Permitted height 55'





COMMERCIAL WHARF

DEVELOPER'S PROPO

COMMERCIAL WHARF DEVELOPER'S PROPOSAL

<u>SITE AREA:</u>	35,175 S.F. Gross - Land Area
	171,736 S.F. Gross - Water Area - Between existing granite bulkhead and 1880 U.S. Pierhead Line.
	<u>206,911 S.F. Gross</u> Total Site Area

DEVELOPER'S PROPOSED CONTROLS:

F.A.R. .23
Open Space
Requirements: Note: Based on ground floor buildings coverage of 19,800 S.F. and a site area of 206,911 S.F., including water, the open space allowed is 90%.
Setbacks: 10' along water's edge.
Height: 34' (to peak of roof)
Land Use: Residential. No retail/commercial use proposed.
Parking: Below surface parking to serve on-site use.

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development: $206,911 \times .23 = 47,000$ S.F.
Site Area $206,911 - 90\%$ open space = 19,800 S.F. Building coverage allowed.

Building A	12,000 S.F. Building Footprint
Building B	<u>7,800 S.F. Building Footprint</u>
	19,800 S.F. (10% building coverage/90% open space)

Retail/Commercial Use Requirement; None
Parking Spaces Available: 63 total spaces below surface provided.

AREA DISTRIBUTION

<u>Building A</u>	<u>Residential</u>	<u>Units</u>
Ground	12,000	15
Second	10,000	-
Third	<u>8,000</u>	<u>-</u>
Sub-total	30,000	15
 <u>Building B</u>		
Ground	7,800	8
Second	<u>9,200</u>	<u>-</u>
Sub-total	17,000	8 Units
 Total	 47,000	 23 Units

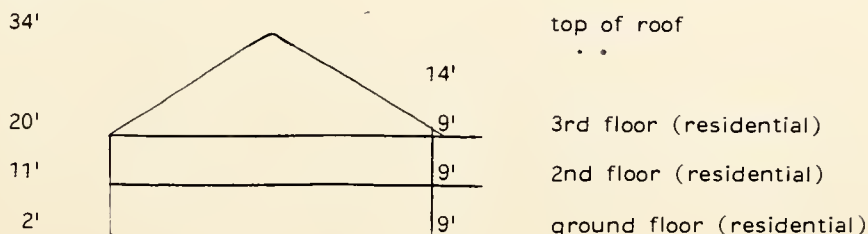
ANALYSIS OF DISTRIBUTION

Permitted Development	47,000 S.F. Gross	
Building A sub-total	30,000 S.F. Gross	
Building B sub-total	<u>17,000 S.F. Gross</u>	
	47,000 S.F. Gross	(Maximum Allowed Development Area)

Unit Count: 23 residential units

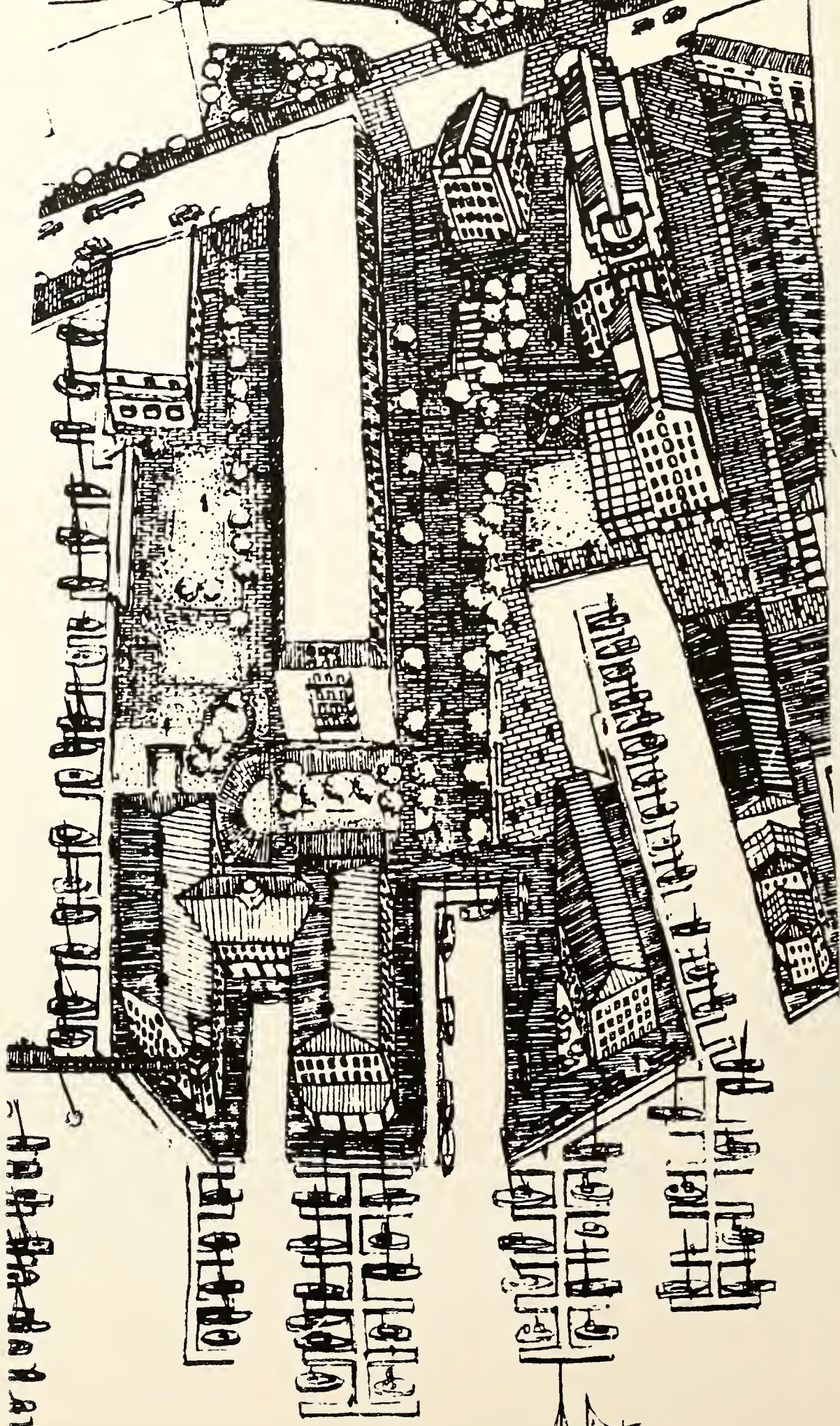
DEVELOPER'S MAXIMUM DEVELOPMENT HEIGHT (Building A shown)

Permitted height 34'





LEWIS WHARF



ଅମଳା ଲାଗି
ଫାଲ୍‌ଗୁନ

ସୁଖାଳି
ସୁଖାଳି

ସୁଖାଳି
ସୁଖାଳି

ସୁଖାଳି
ସୁଖାଳି

ସୁଖାଳି
ସୁଖାଳି

Lewis Wharf

Commentary

For the purposes of my report, and in the Ideas-Recommendations Section, I have divided Lewis Wharf into two distinct development areas. The first development area is that portion of the site owned by the BRA, behind the Pilot House Building, and running along Eastern Avenue to Commercial Street-Atlantic Avenue; the other portion of this same development area is the small site north of the Lewis Wharf Building and adjacent to Commercial Street-Atlantic Avenue. The second development area consists of two sites, one the Towboat site, the other the Marine Inn site, both sites are located east of the granite Lewis Wharf Building.

The latest Developer's Proposal for Lewis Wharf, dated December 1986, is to be complimented in a variety of ways, and goes a long way in resolving some of the concerns and reservations I might have had with the earlier submissions. The complimentary areas include: the way they have now broken up the Pilot House Extension Building into two separate buildings, rather than, as before, connecting one with the other, by bridging over the important pedestrian and visual connection of Fleet Street to the Harbor; the manner in which they have stepped up the massing of the Pilot House Extension Building, to complement the existing Pilot House Building. As a minor suggestion, they might find a better way to join these two buildings than currently proposed, and maybe add a bit of gross area to their development. Other compliments to be paid to these Developers are their adding to the south side edge of the wharf (or pier) a new deck area so that the public can now have access to the water's edge, where before they could not get past the swimming pool; the creative mix of uses in Restaurants, Chandlery, Marine Inn, Office, and Residential - exactly the kinds of uses that will make the public feel welcome to this wharf, while at the same time these complementary uses will bring life and activity to what currently still feels a bit too much like a privatized wharf.

There remain, however, a few issues of concern with this current proposed development, but I believe they can readily be resolved in discussion with the Developers and the Architects. My comments specifically spelled in the following Ideas-Recommendations Section relate to the larger scale, planning-urban design implications posed by the current Developer's Proposal. I am not at all critical of the Developers or their Architects, for either not visualizing these important issues, or if in seeing them, possibly placing less emphasis than I do. It is to the credit of the BRA's Director, and his Director of HARBORPARK, that I have been engaged to look at these larger scale planning-urban design issues, which confront development along the Downtown-North End Waterfront. My role, as I understand it, is to assist them and their able staffs in performing this critically important Design Review function, comprehensively, rather than on just an individual project basis with the intent of facilitating complementary quality development along this strategic section of Boston's Waterfront.

Ideas-Recommendations

1. I recommend that the Pilot House Extension Building as proposed by the Developer, on the BRA-owned parcel, be approved, with the exception

that a Visual Easement line, along the Commercial Street view corridor be established (by a Surveyor, along with a BRA Staff Architect-Urban Designer to determine the correct line and angle of view) and that this Visual Easement line become the setback line for the building edge facing Atlantic Avenue-Commercial Street. This Visual Easement line is critically important to establishing a permanent Boston Harbor view corridor down Commercial Street from the eastern end of Quincy Market-North Market Street (Faneuil Hall Marketplace), with its yearly millions of visitors. This recommendation of a Commercial Street Harbor View Corridor is not made frivolously. With the exception of the State Street and South Market Street 'Walk to the Sea' corridor, which point directly across to East Boston, there is no long, north-facing view corridor of Boston Harbor available in the Downtown-North End Waterfront. And even though it will require some public action, to achieve its full potential, this is not a reason to not adopt it now.

If this Visual Easement line is established, it will impact the west end of this BRA-owned parcel and in effect reduce this end of the Developer's proposed building by between twenty (20') feet to thirty (30') feet, as best as I can ascertain without a Surveyor's help. This modest loss in gross floor area could be made up by a minor modification to the other smaller, proposed building directly to the south of this one; slightly adding to its length would have little impact on views from the existing granite Lewis Wharf Building.

I would also suggest that a careful look be taken of the location and type of landscape, shrubbery, and trees, both currently existing and proposed for the space between the existing Pilot House Building, the existing restaurant, the proposed Pilot House Extension, and the proposed small office building; I am concerned as designed that it will obstruct the North End's pedestrian level view of Boston Harbor.

2. This is the proper place to comment on the issue of open parking. My view is that no open parking should be permitted on any of the Downtown-North End Waterfront Wharves or Piers. This no open parking criteria was placed on developments such as the recent one at Rowses Wharf, as well as those at Long Wharf, India Wharf, and Central Wharf, and is currently proposed for the Controls on Sargent's Wharf. I might also add that no open parking was a requirement for the Christopher Columbus Elderly Housing Complex on Atlantic Avenue-Richmond Street-Commercial Street, for which I happened to be the Architect. If it was important to impose this no open parking requirement on this Elderly Housing Parcel, it would not seem inconsistent or unreasonable for the BRA to insist on the same criteria and requirement for any development approved along the Downtown-North End Waterfront - including this one proposed for Lewis Wharf and that proposed for Commercial Wharf.

The argument will probably be made, that the current open parking relates to individual condominium owners, and the development proposed for Lewis and Commercial Wharves is not a development by the condominium owners; therefore, how can the BRA expect these developers to deal with that problem. Without seeming to sound unsympathetic, the issue remains, that real public access to these wharves, (a major portion of which is on land below the 'Primitive Low Water Mark', in other words,

on Commonwealth Tide Lands), is impaired by the open parking and maneuvering of cars; in addition, I believe that the same current proposed Developers of Lewis Wharf (and this may also apply to Commercial Wharf), profited from the sale of these condominium units, with their open parking, why should not the BRA and the Commonwealth of Massachusetts with its Chapter 91 powers, require a redressing of this previous error? This is not to suggest that the whole burden of cost be borne by the developers of these proposed projects; the current condominium owners should also bear some reasonable costs for this charge. It seems to me that while there may be a good deal of consternation caused by my recommendation, the benefits to the developers, the condominium owners, and certainly to the public are hard to argue, and I hope the BRA and the state will seriously evaluate and pursue this important objective.

3. I recommend that the entrance to the entrance-exit ramp to the Underground Parking Garage for Lewis Wharf (proposed to be located along half the width, and for a length of approximately two hundred (200') feet on city-owned Eastern Avenue) not be approved in this important, sensitive location. I recommend that the developer be requested to accomplish this entrance-exit ramp to the Garage from the existing surface roadway adjacent to the north side of the granite Lewis Wharf Building, either by incorporating this ramp within the proposed building or by utilizing a small portion of the open space behind this building. My reasoning for this recommendation is that by locating a major automobile traffic generator, with the added negative visual effect of looking down into a darkened tunnel with a covered canopied roof, will certainly be uninviting for the pedestrian public that I wish to encourage to go down Eastern Avenue to the end, where I propose that a major Public Observation Tower, integrated with a Water Taxi ticketing and waiting area at its base, be built as part of the HARBORPARK development for Sargent's Wharf. Eastern Avenue will become an active pedestrian way, with the new retail proposed on the ground floor of the Pilot House Extension Building and the ground floor retail suggested for the proposed affordable housing to be built on Sargent's Wharf.

Another very important reason for achieving this automobile-free, pedestrian pathway down Eastern Avenue is the relationship of Eastern Avenue with Fleet Street across the street. A map of the North End will show that Fleet Street runs from Atlantic Avenue-Commercial Street to Hanover Street, a distance of six hundred (600') feet (two city blocks). In addition, Fleet Street links Hanover Street with North Bennet Street which runs to Salem Street and across Salem Street to Shaefer Street - in other words, it transverses the whole North End. This makes the end of Fleet Street, where it intersects Atlantic Avenue-Commercial Street, a very significant point. By cutting back the west edge of the proposed Pilot House Extension Building, as previously discussed, North Enders will now be turned down Eastern Avenue, on Sargent's Wharf and be reconnected, both from a pedestrian and visual standpoint, to Boston Harbor.

4. The following recommendations relate to the two proposed buildings east of the granite Lewis Wharf Building. Even though they are on so-called 'Private Land', they do require BRA as well as Commonwealth of Massachusetts Chapter 91 approval. The Tow #1 Boat Building as proposed

from a size, scale, and use point of view is appropriate to development along this portion of the Boston Waterfront. It could, however, be increased in height with proper architectural modeling without having a negative impact on Lewis Wharf or the adjacent wharves. The only exception I would take with this proposed development is that I recommend that the curved portion of the ground floor restaurant be modified so that it does not protrude and interfere with this very important Visual Easement corridor of Fleet Street.

The proposed Marine Inn Building as currently shown, and the shape of the pier on which it is built, have changed from the previous plans. This change causes some very serious planning-urban design problems which can readily be corrected. The problem is not with the building's program use, its size, scale, or height, but rather with its placement on the pier as well as the current geometry, form, and shape of the proposed pier re-building. First, the current placement of the building blocks an important view down Lewis Wharf from Atlantic Avenue-Commercial Street. However, even more important is that the form or shape of the pier on which the building sits, is a geometry that runs contrary to the other piers along the Downtown-North End Waterfront edge of Boston Harbor. It also runs contrary to the shape on the pier as proposed by the developer for Commercial Wharf, and the development proposed in all the alternatives proposed for Sargent's Wharf, including our recommended Alternative C. In addition, the location for this Marine Inn, in its current configuration, blocks the very important Cross Wharf view coming all the way from Central Wharf to Long Wharf, then potentially on to Commercial Wharf, then to Lewis Wharf, and finally out to Boston Harbor and up the Mystic Channel. If, however, this current proposed Marine Inn building configuration can change (and I believe it can) as well as change the pier structure geometry or shape to closer resemble their previous proposal of April 1986, which it also appears, can readily be done, then approving the general development for this wharf can easily be accomplished. I have submitted our consultant's proposal for this wharf which essentially shows an alternative that deals with correcting the deficiencies described above. I am equally sure there are other solutions, and furthermore, I believe based on my knowledge and long personal association with these excellent developers and their skilled, creative architects, there should be minimum problems reconciling these differences and getting this development its tentative designation by the BRA and, subsequently, on the road to construction.

LEWIS WHARF
CONSULTANT'S PROPOSAL

<u>SITE AREA:</u>	13,247 S.F. Gross Land Area	-BRA disposition parcel
	37,584 S.F. Gross Land Area	-Existing Lewis Wharf Granite Building
	17,923 S.F. Gross Land Area	-Existing Pilot House
	97,345 S.F. Gross Land Area	-Lawn and Parking Lot
	84,794 S.F. Gross Land Area	-Building C & D
	250,893 S.F. Gross Land Area	-Hotel
	211,000 S.F. Cross Water Area	- Between existing granite bulkhead and 1880 U.S. Pierhead Line.

461,893 S.F. Gross Total Site Area

CONSULTANT'S PROPOSED CONTROLS

F.A.R.	.95
Open Space	
Requirements:	Note: Based on ground floor building coverage of 78,420 S.F. and a site area of 461,893 S.F., including water, the open space allowed is 83%.
Setbacks:	Wharf: 35' setback along waters edge Piers: 35' setback from seaward end of pier. Remaining sides to be 10% of width of pier but not less than 10'.
Height:	83' to peak. (@ building A) 55' height limit for all structures within 100' of water's edge.
Land Use:	Retail/Commercial use required on ground floor. Minimum of 50% retail required at ground floor with balance being commercial.
Parking:	Below grade parking to serve on-site and some off-site uses is required.

IMPLICATIONS OF CONTROLS

Cross area Available for Development: = $461,893 \times .95 = 440,100$ S.F. Gross Site Area 461,893 - 83% open space = 78,420 S.F. building coverage allowed.

Building A	10,410 S.F.	Building Footprint
Building B	3,560 S.F.	Building Footprint
Building C	10,750 S.F.	Building Footprint
Building D	15,000 S.F.	Building Footprint
Existing Lewis Wharf Granite Building	30,400 S.F.	Building Footprint
Existing Pilot House Building	<u>8,300 S.F.</u>	(17% building coverage/83% open space.)

Retail Commercial use requirement: 100% of ground floor = 78,420 S.F. minimum required. Parking Spaces Available: 700 total spaces available below ground included in 700 total spaces are 100 existing surface parking spaces proposed to be relocated to the below-grade parking structure.

AREA DISTRIBUTION

	<u>Retail/ Commercial</u>	<u>Hotel</u>	<u>Hotel Units</u>	<u>Residential</u>	<u>Units</u>
<u>Building A</u>					
Ground	8,400	-	-	2,010	-
Second	-	-	-	13,370	8
Third	-	-	-	13,370	8
Fourth	-	-	-	13,370	8
Fifth	-	-	-	13,370	8
Sixth	-	-	-	11,880	8
Seventh	-	-	-	7,380	4
Eight	-	-	-	5,800	4
Ninth	-	-	-	3,750	-
Sub-total	<u>8,400</u>	<u>-</u>	<u>-</u>	<u>84,300</u>	<u>47</u>

AREA DISTRIBUTION

<u>Building B</u>					
Ground	3,560	-	-	-	-
Second	3,560	-	-	-	-
Third	3,560	-	-	-	-
Fourth	3,560	-	-	-	-
Fifth	3,560	-	-	-	-
Sixth	1,800	-	-	-	-
Sub-total	19,600	-	-	-	-
<u>Building C</u>					
Ground	10,750	-	-	-	-
Second	10,750	-	-	-	-
Third	11,300	-	-	-	-
Sub-Total	32,800	-	-	-	-
<u>Building D</u>					
Ground	-	15,000	-	-	-
Second	-	21,000	23	-	-
Third	-	24,000	27	-	-
Fourth	-	10,000	10	-	-
Sub-total	-	70,000	60	-	-
<u>Existing Lewis Wharf Building</u>					
Sub-total	63,400			128,600	
<u>Existing Pilot House Building</u>					
Sub-total	33,000			-	
<u>TOTALS</u>					
	157,200			212,900	47

ANALYSIS OF AREA DISTRIBUTION

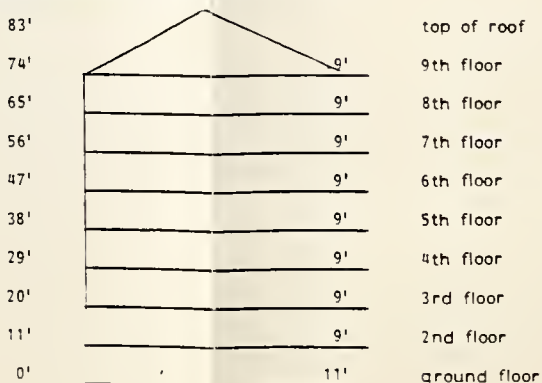
Permitted Development 440,100 S.F. Gross

Building A Sub-totals	92,700 S.F. Gross
Building B Sub-totals	19,600 S.F. Gross
Building C Sub-totals	32,800 S.F. Gross
Building D Sub-totals	70,000 S.F. Gross
Existing Lewis Wharf Bldg. Sub-total	192,000 S.F. Gross
Existing Pilot House Bldg. Sub-total	33,000 S.F. Gross
	440,100 S.F. Gross (Maximum Allowed Development Area)
Retail/Commercial Total	157,200 S.F. Gross
Hotel Total	70,000 S.F. Gross
Residential Total	212,900 S.F. Gross
	440,100 S.F. Gross (Maximum Allowed Development Area)

Unit Count

Residential Total: 47 Units
Hotel Total: 60 Units

MAXIMUM DEVELOPMENT HEIGHT (Building B)



LEWIS WHARF
DEVELOPER'S PROPOSAL

SITE AREA: 13,247 S.F. Cross Land Area - BRA disposition parcel
 37,584 S.F. Cross Land Area - Existing Lewis Wharf Granite Building
 17,923 S.F. Cross Land Area - Existing Pilot House
 97,345 S.F. Cross Land Area - Lawn and Parking Lot
 84,794 S.F. Cross Land Area - Building C & D
250,893 S.F. Cross Land Area - Hotel
 211,000 S.F. Cross Water Area - Between existing granite bulkhead and 1880 U.S. Pierhead Line.

461,893 S.F. Gross Total Site Area

CONSULTANT'S PROPOSED CONTROLS

F.A.R. .95
 Open Space
 Requirements: Note: Based on ground floor building coverage of 78,420 S.F. and a site area of 461,893 S.F., including water, the open space allowed is 83%.
 Setbacks: Wharf: 35' setback along waters edge
 Piers: 35' setback from seaward end of pier. Remaining sides to be 10% of width of pier but not less than 10'.
 Height: 83' to peak, (@ building A) 55' height limit for all structures within 100' of water's edge.
 Land Use: Retail/Commercial use required on ground floor. Minimum of 50% retail required at ground floor with balance being commercial.
 Parking: Below grade parking to serve on-site and some off-site uses is required.

IMPLICATIONS OF CONTROLS

Cross area Available for Development: = 461,893 x .95 = 440,100 S.F. Gross
 Site Area 461,893 - 83% open space = 78,420 S.F. building coverage allowed.
 Building A 10,410 S.F. Building Footprint
 Building B 3,560 S.F. Building Footprint
 Building C 10,750 S.F. Building Footprint
 Building D 15,000 S.F. Building Footprint
 Existing Lewis Wharf
 Granite Building 30,400 S.F. Building Footprint
 Existing Pilot House
 Building 8,300 S.F. (17% building coverage/83% open space.)

Retail Commercial use requirement: 100% of ground floor = 78,420 S.F. minimum required. Parking Spaces Available: 600 total spaces available below ground.

AREA DISTRIBUTION

	<u>Retail/ Commercial</u>	<u>Hotel</u>	<u>Hotel Units</u>	<u>Residential</u>	<u>Units</u>
<u>Building A</u>					
Ground	8,400	-	-	2,010	-
Second	-	-	-	13,370	8
Third	-	-	-	13,370	8
Fourth	-	-	-	13,370	8
Fifth	-	-	-	13,370	8
Sixth	-	-	-	11,880	8
Seventh	-	-	-	7,380	4
Eight	-	-	-	5,800	4
Ninth	-	-	-	3,750	-
Sub-total	<u>8,400</u>	<u>-</u>	<u>-</u>	<u>84,300</u>	<u>47</u>

AREA DISTRIBUTION

<u>Building B</u>					
Ground	3,560	-	-	-	-
Second	3,560	-	-	-	-
Third	3,560	-	-	-	-
Fourth	3,560	-	-	-	-
Fifth	3,560	-	-	-	-
Sixth	1,800	-	-	-	-
Sub-total	19,600	-	-	-	-
<u>Building C</u>					
Ground	10,750	-	-	-	-
Second	10,750	-	-	-	-
Third	11,300	-	-	-	-
Sub-Total	32,800	-	-	-	-
<u>Building D</u>					
Ground	-	15,000	-	-	-
Second	-	27,500	30	-	-
Third	-	27,500	30	-	-
Sub-total	-	70,000	60	-	-
<u>Existing Lewis Wharf Building</u>					
Sub-total	63,400			128,600	
<u>Existing Pilot House Building</u>					
Sub-total	33,000			-	
<u>TOTALS</u>					
	157,200			212,900	47

ANALYSIS OF AREA DISTRIBUTION

Permitted Development 440,100 S.F. Gross

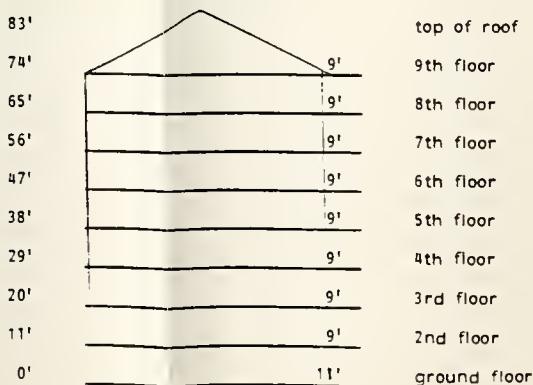
Building A Sub-totals	92,700 S.F. Gross
Building B Sub-totals	19,600 S.F. Gross
Building C Sub-totals	32,800 S.F. Gross
Building D Sub-totals	70,000 S.F. Gross
Existing Lewis Wharf Bldg. Sub-total	192,000 S.F. Gross
Existing Pilot House Bldg. Sub-total	33,000 S.F. Gross
	440,100 S.F. Gross (Maximum Allowed Development Area)
Retail/Commercial Total	157,200 S.F. Gross
Hotel Total	70,000 S.F. Gross
Residential Total	212,900 S.F. Gross
	440,100 S.F. Gross (Maximum Allowed Development Area)

Unit Count

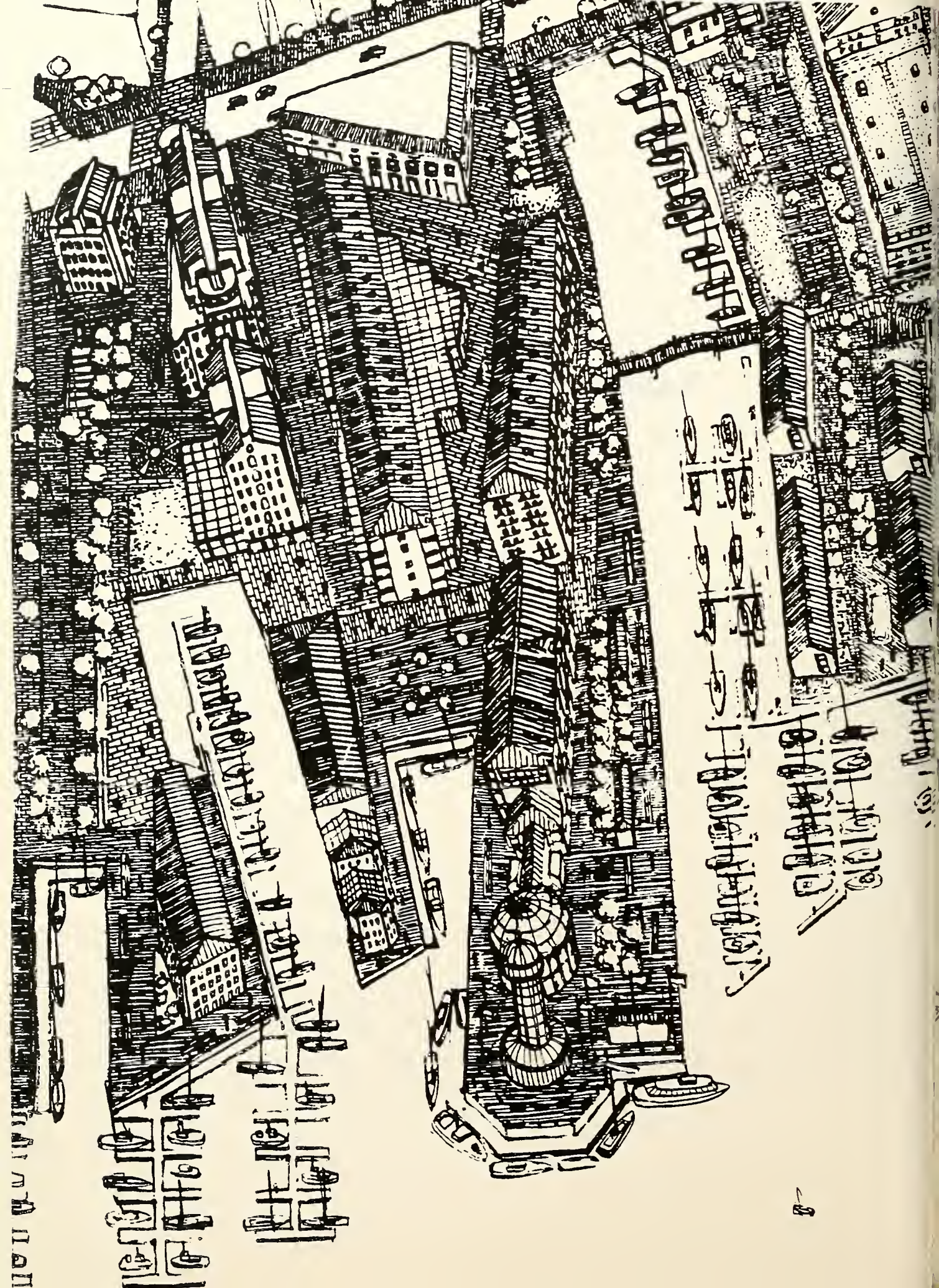
Residential Total: 47 Units

Hotel Total: 60 Units

MAXIMUM DEVELOPMENT HEIGHT (Building B)



SARGENT'S WHARF



THE
CITY

THE
CITY

Sargent's Wharf

Commentary

Sargent's Wharf is the last major BRA-owned parcel in the Downtown Waterfront-Faneuil Hall Urban Renewal Project available for development. There have been, over the years, numerous competing and conflicting ideas for the use of this wharf emanating from a variety of public and private interests. The two major themes have been either to keep Sargent's Wharf as a landscaped open space park with underground parking, or to develop it for housing (preferably Affordable Housing) with ancillary retail and underground parking. The BRA has prepared a draft Developers Kit, August 1986 on which I have been asked to comment. In order to successfully perform that comment review function, as well as advance a particular alternative that grew out of this study, I have prepared a series of sketch graphic alternatives, which, along with programmed use material, demonstrates some different potential development scenarios that might occur on this important parcel. My conclusions are best shown in Alternative C, which will be discussed later in the Ideas-Recommendations section, and which will attempt to demonstrate that appropriate development can take place that is reasonable in massing form, scale, height, and density, while still creating substantial urban waterfront open space where it will be most meaningful and important, which is along the edges and at the end of Sargent's Wharf. Furthermore, I am recommending the establishment of three Visual Easements, which will insure, in perpetuity, needed and proper visual access to and through this wharf to Boston Harbor. The first Visual Easement comes down from Commercial Street at the east end of Faneuil Hall Marketplace; the second Visual Easement comes down Clark Street, at the intersection with Hanover Street and Saint Stephen's Church and the Paul Revere Mall in the North End; and the third Visual Easement is the proposed new, but critically important, Cross Wharf corridor, previously discussed (Central Wharf across to Long Wharf to T Wharf Landing, across the 'Great Cove' to Commercial Wharf through Lewis Wharf, through Sargent's and up the Mystic Channel).

Alternative I and II demonstrate, taking the Draft BRA Developer Kit of August 1986, and literally translating it into potential building use, F.A.R., mass, height, setback, etc., with the resultant development, described in the accompanying statistical charts, submitted as part of this report.

Alternative I did not include the City-owned Eastern Avenue land, as reflected in that version of the Draft Kit. One can readily see that without including that Eastern Avenue land area, and conforming to the other controls, i.e., F.A.R., open space, setbacks, and height, and also assuming two standard sixty (60') foot wide typical double loaded residential type buildings, that the 1,680,000 s.f. gross permitted buildable area is reached without being able to get to the proposed maximum height limit of fifty-five (55') feet.

Alternative II follows the same Draft Kit guidelines established for Alternative I with the exception that it does include the land of Eastern Avenue, with the result being that the two proposed standard double loaded residential buildings can now reach the fifty-five (55') foot height limit that the Draft Developers' Kit proposes.

As consultants, we prepare three additional Alternative development scenarios for Sargent's Wharf, labeled Alternatives A, B, and C. Alternatives A, B, and C also assume two standard sixty foot (60') wide typical double loaded residential type buildings, but adds the three Visual Easements, previously discussed, to the proposed BRA parcel controls. The three Visual Easements are: first, Commercial Street from Faneuil Hall Marketplace; the second, Clark Street from Hanover Street; and the third, the Cross Wharf corridor. The first and second Visual Easements are the only ones that have an implication on development of Consultant Alternatives A and B.

Alternative A shows reducing the Draft Kit requirement, that 50% of the total programmed development be devoted to commercial use only, to a more reasonable requirement that retail-commercial use only be required for the ground floor, and that 50% of this be for active publicly-used retail. This Alternative A also reduces the minimum thirty-five (35') foot water side edge setback requirement to fifteen (15') feet. The implication of adding the three Visual Easements and holding the 50% open space requirement (ground floor footprint of the buildings) is a reduction in the amount of potential total programmed development, from 224,000 s.f. gross allowed to only 200,800 f.f. gross, a loss of 23,200 s.f. gross. This 23,200 s.f. gross loss of floor space could be made up by widening the sixty (60') foot wide building or exceeding the fifty-five (55') foot height limit, or inserting a building in the open space landscaped area between Commercial Street and the Visual Easement, which we have done in Alternative B, and which is more desirable from an Urban Design standpoint, than leaving it as an open space.

Alternative B also reduces the Draft Kit requirement that 50% of the total programmed development be devoted to commercial use only, to retail-commercial use only be required on the ground floor, and that 50% of this be for active publicly-used retail. This Alternative B treats the water edges the same as Alternative A, except that it eliminates the one large transparent structure at the end of the wharf, and divides it into two transparent structures. However, Alternative B demonstrates that by substituting a building (Building C) for what was landscaped open space, the maximum potential total programmed development allowed of 224,000 s.f. gross can be reached without an increase in height. The open space loss of (approximately 8,500 s.f. gross) is replaced by increasing, in the same amount, the landscaped open space at the end of the wharf, thus maintaining the 50% open space requirement.

Ideas-Recommendations

1. I recommend that the Draft Developer's Kit for Sargent's Wharf be modified to reflect increased mixed-use development and, most importantly, encourage the extension of pier type construction out into the area between the older 1880 U.S. Pierhead line and the newer U.S. Pierhead Bulkhead line of 1939; and that this increased pier area be devoted almost exclusively to public open space, with only a modest amount of auxiliary active publicly-oriented retail, and that maximum dockage for boats, ships, water taxis, etc., for the benefit of the general public be permitted and encouraged. Furthermore, I recommend, that in contrast, to the 'upper income', higher priced housing, hotel, office, shops and parking complex appropriate for Rowes Wharf (which is adjacent to the Downtown Financial District) that Sargent's Wharf (which is adjacent to

the North End Residential District) be developed as an attractive waterfront place that, both in appearance and in the kinds of mixed uses created, is oriented more towards 'moderate income', appealing to North Enders, Bostonians, and visitors to Boston of somewhat less affluent means.

If I were to put into words, instead of pictures the key ingredients, I have in mind when I conjure up my image of future Sargent's Wharf, it consists of the following: that it possesses an urban wharf atmosphere that is inviting, frequented, and enjoyed by the general public; that it must be physically, aesthetically attractive, both in its building and open spaces; that it must possess a carefully balanced and special blend of open space along with appropriate development use; that it must have uses that work synergistically; that it must provide an appearance and feeling of surveillance and security; furthermore, that the open space that is created be both open to maximize views, yet protected from the ever changing New England weather; that it be appropriately landscaped, provided with comfortable seating, adequate lighting, and trash receptacles of sufficient capacity and practicality; and that it most importantly be an open space that is supported and reinforced by an appropriate variety of immediately adjacent complimentary active uses, which work to generate the life and activity required for successful year round, day/night public enjoyment. These are the attributes of other successful urban waterfronts, whether in this country, in Europe, or in other parts of the world.

To achieve what I believe to be a quality successful development for Sargent's Wharf, I recommend the following: that mixed-uses be encouraged, but that the predominant use for this site be Affordable Housing, the ground floor of which is devoted to active, publicly used retail; the second predominant use should be open space appropriately landscaped reflecting the urban waterfront character of this space; the third important use being underground parking; the fourth use, a modestly priced and sized inn/hotel; and the fifth use being any appropriate waterfront dependent use, e.g., lobstering, ship chandlery, sailing school, boating club, etc., plus encouragement of all kinds of boats to use the dockage provided at this wharf. The end of the pier should be devoted to public use, with a Public Observation Tower, with a water taxi-ticketing room at its base, there could also be a glass enclosed 'Winter Garden', and possibly an adjacent carousel. I also propose a pedestrian bridge be built across the water inlet between Sargent's Wharf and Union Wharf, as part of the Cross Wharf, HARBORPARK network previously referred to.

The above verbally described development for Sargent's Wharf is depicted, graphically in Alternative C and requires that Sargent's Wharf be extended beyond its current granite solid fill bulkhead, seaward, both to the older 1880 Pierhead line, and out still further to the 1939 U.S. Pierhead Bulkhead line.

The pier extension recommendation included in Alternative C probably will engender some criticism and debate, but I hope that after the idea is carefully considered, that it will be adopted. It is sometimes for-

gotten just how the land mass referred to today as Boston became Boston. Much of Boston's land mass was created by land fill and later by wharf and pier construction. One needs only to read the Topographic History of Boston by the late Bostonian Historian, Walter Muir Whitehill, or look at historic Boston maps, to see how the current land mass of Boston was created. From reading these historical accounts, each progressive fill, whether it was for creating the land on which Faneuil Hall was built in 1742, or later when Quincy Market and North and South Market Streets were built in 1825-26, or observing how far Long Wharf stuck out into Boston Harbor from the Boston peninsula, or how the land fill for the South End and the Back Bay was obtained - none of these changes to Boston's land mass were accomplished without some controversy, and furthermore none could have been accomplished without some vision and leadership. The benefits for extending Sargent's Wharf, out to almost the 1939 Pierhead Bulkhead line, seem clear to me, at least, and are consistent with the historical patterns of creating needed land mass in Boston. It should be noted that in Alternative C the so-called 'land created', since it is created by pier or wharf construction, rather than by bulkheading and solid fill, between the 1880 and 1939 lines is almost exclusively for public open space and use, not for private development.

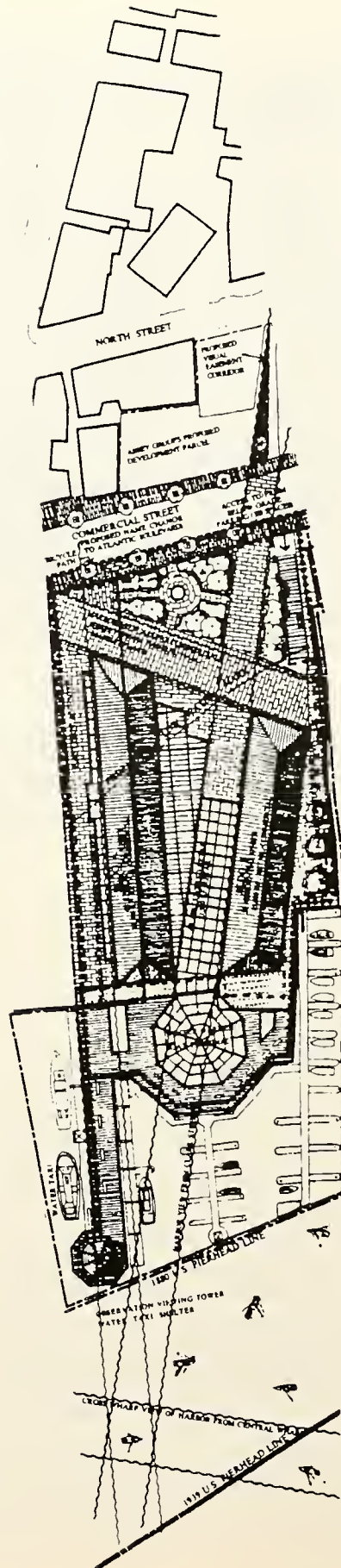
Another area in my Ideas-Recommendations section that will probably provoke some discussion and debate, and, maybe some criticism, is my recommendation of permitting the height for Building B to exceed the proposed fifty-five (55') foot height limit (including Mechanical Penthouses) that is proposed in the BRA Draft Developers Kit, as well as proposed in the Interim Overlay Planning District (IPOD) regulations that currently are circulating for review.

My reasoning for not supporting a uniform height is that, historically, the Boston Waterfront and its wharves and piers have always had buildings of varying heights, and frankly, this height variation has created a richer texture to the Boston peninsula as seen from the land side, or from the Boston Harbor side. This height variation, both from an urban design and architectural form point of view, provides a more interesting scale to the 'broken tooth', land-water-slip-land waterfront edge pattern of Boston that would be achieved, in my opinion, by the uniform building height, that is being promulgated. This statement of mine should not be construed to infer that I support tall-or so-called 'high rise' buildings for this North End section of the Boston Waterfront, because I do not support such buildings. I should also state, categorically, that I vigorously support and find logical and appropriate the fifty-five foot (55') height limit for buildings in the North End - first, because that is and has been the historic scale of many buildings in this district, and second, because of the very narrow streets, and lack of adequate natural light and the limited amount of available open space. (As an aside, when I was leaving my Waterfront Planning Design position in 1964, I opposed the saving of the so-called 'Prince Spaghetti Building', let alone its rooftop additions, but I was overruled by the BRA's development staff, who were concerned about stimulating development in Boston.) One further comment about the IPOD controls that are under consideration: imposition of including the elevator machine equipment room, as well as

the mechanical equipment within this fifty-five foot (55') height limit, will succeed in encouraging Developers to go for flat roof buildings, rather than for potentially more interesting and more in scale pitched and mansarded roof buildings.

To sum up, while I support a fifty-five foot (55') height limit in the North End, west of Commercial Street-Atlantic Avenue, I find it both arbitrary and not helpful to impose the same height limit on the North End Waterfront section of Boston Harbor. My recommendation would be to establish, over the next several months, specific development guidelines and controls for each wharf along the Downtown-North End section of the Boston Waterfront, beginning with Sargent's Wharf. These development guidelines and controls should relate to an overall comprehensive plan-urban design framework, and not be just a series of ad hoc recommendations. The kind of planning-urban design guidelines and controls I envision, while being wharf specific, are not so architecturally specific, so that each wharf and each building looks like the other, yet, not so general, that the Developer and/or his Architect, can put inappropriate buildings in the wrong location or block visual access to the Harbor, or be too tall, therefore casting permanent shadows on pedestrian used open space, or be lower buildings that may be low in height but appear quite massive in scale, and would be better a story or two higher, and a little less bulky.

If this approach can be adopted and tried in the promulgating guidelines and controls for a Developer's Kit for Sargent's Wharf, I believe this approach can become the model for establishing similar guidelines and controls for the other wharves and piers in Boston Harbor.



SARGENT'S WHARF
CONSULTANT'S PROPOSAL
ALTERNATIVE A

SARGENT'S WHARF
CONSULTANT'S PROPOSAL - ALTERNATIVE A

(Following controls as established by BRA Developers' Kit of Alternative II)

SITE AREA: 112,000 S.F. Gross (84,000 S.F. land area + 28,000 S.F. land area of Eastern Avenue)

CONSULTANT'S PROPOSED CONTROLS:

F.A.R. 2
Open Space
Requirements: 50% of site area
Setbacks: 15 feet from water edges (proposed revision to 35' required in BRA Draft Developers' Kit and by IP0D requirements)
Height: 55' (to peak of roof)
Land Use: Retail/Commercial use required on ground floor. Minimum of 50% retail required at ground floor with balance being commercial. (Proposed revision to Developers' Kit requirement of 50% commercial use for total building gross S.F.)
Parking: Below surface parking to serve on-site and some off-site uses required.

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development: $112,000 \times 2 = 224,000$ S.F. Gross
Site Area 112,000 S.F. - 50% open space = 56,000 S.F. building coverage allowed.

Building A $60' \times 310' = 18,500$ S.F. Building Footprint
Building B $60' \times 250' = 15,000$ S.F. Building Footprint
Glass Covered Retail = 21,500 S.F.
55,000 S.F. (less than 50% building coverage allowed)

Retail/Commercial Use Requirement: 100% of ground floor = 55,000 S.F. required minimum.

Parking Spaces Available: 300 spaces per level available below grade.

AREA DISTRIBUTION

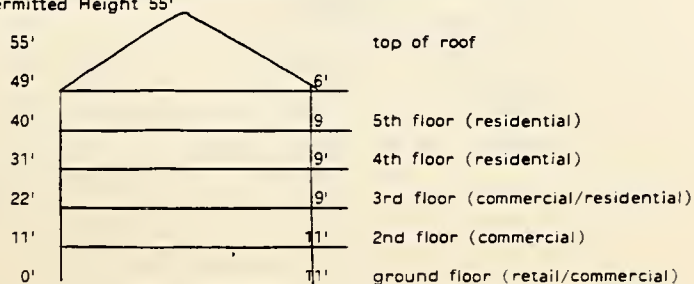
	Retail-Commercial (as required)	Housing (one and two br. apts)	Units
Building A			
Ground:	18,500 S.F.	-	-
Second:	-	18,500 S.F.	17
Third:	-	18,500 S.F.	17
Fourth:	-	18,500 S.F.	17
Fifth:	-	18,500 S.F.	17
Sub-totals:	18,500 S.F.	74,000 S.F.	68 units
Building B			
Ground:	15,000 S.F.	-	-
Second:	-	15,000 S.F.	17
Third:	-	15,000 S.F.	17
Fourth:	-	15,000 S.F.	17
Fifth:	-	15,000 S.F.	17
Sub-totals:	15,000 S.F.	60,000 S.F.	56 units
Glass Covered Retail			
Ground:	21,500 S.F.	-	-
Sub-totals:	21,500 S.F.	-	-
Totals	55,000 S.F.	134,000 S.F.	124 units

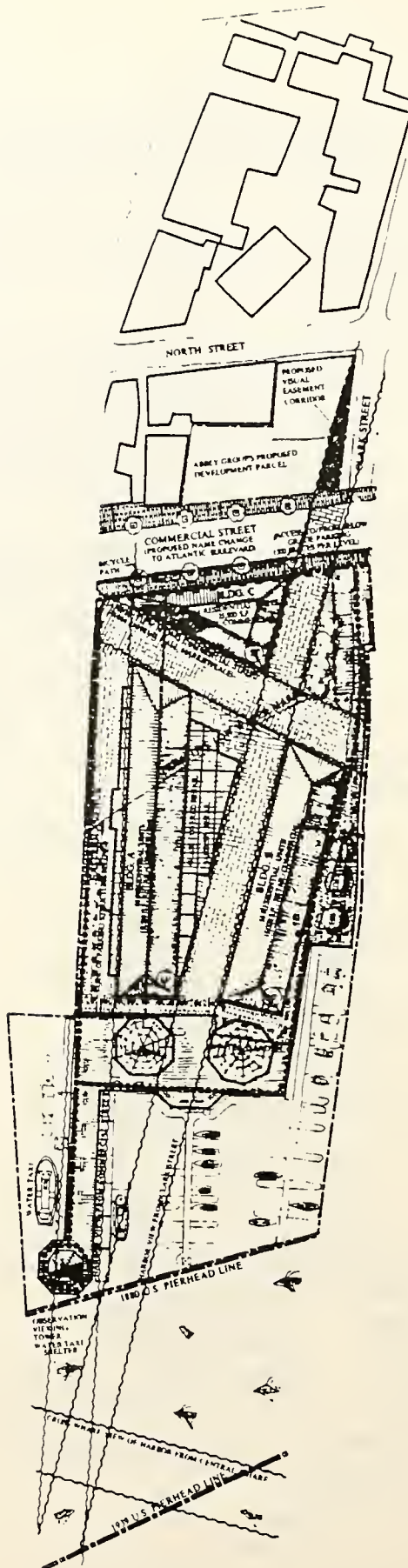
ANALYSIS OF BUILDING DEVELOPMENT IN RELATION TO PROPOSED BRA CONTROLS

Permitted Development 224,000 S.F. Gross
Building A Sub-total 92,500 S.F. Gross
Building B Sub-total 75,000 S.F. Gross
Glass Covered Retail Sub-total 21,500 S.F. Gross
Total Development 189,000 S.F. Gross (less than maximum allowed development area)

MAXIMUM DEVELOPMENT HEIGHT (Building A,B,&C shown)

Permitted Height 55'





SARGENT'S WHARF
CONSULTANT'S PROPOSAL - ALTERNATIVE B

(Following controls as established by BRA Developers' Kit of Alternative II)

SITE AREA: 112,000 S.F. Gross (84,000 S.F. land area + 28,000 S.F. land area of Eastern Avenue)

CONSULTANT'S PROPOSED CONTROLS:

F.A.R. 2
Open Space
Requirements: 50% of site area
Setbacks: 15 feet from water edges (proposed revision to 35' required in BRA Draft Developers' Kit and by IPOD requirements)
Height: 55' (to peak of roof)
Land Use: Retail/Commercial use required on ground floor. Minimum of 50% retail required at ground floor with balance being commercial. (Proposed revision to Developers' Kit requirement of 50% commercial use for total building gross S.F.)
Parking: Below grade parking to serve on-site and some off-site uses required.

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development: $112,000 \times 2 = 224,000$ S.F. Gross
Site Area 112,000 S.F. - 50% open space = 56,000 S.F. building coverage allowed.

Building A $60' \times 310' = 18,500$ S.F. Building Footprint
Building B $60' \times 250' = 15,000$ S.F. Building Footprint
Building C (see plan) = 8,500 S.F. Building Footprint
Glass Covered Retail = 14,000 S.F.
56,000 S.F. (meets 50% building coverage allowed)

Retail/Commercial Use Requirement: 100% of ground floor = 56,000 S.F. required minimum.

Parking Spaces Available: 300 spaces per level available below grade.

AREA DISTRIBUTION

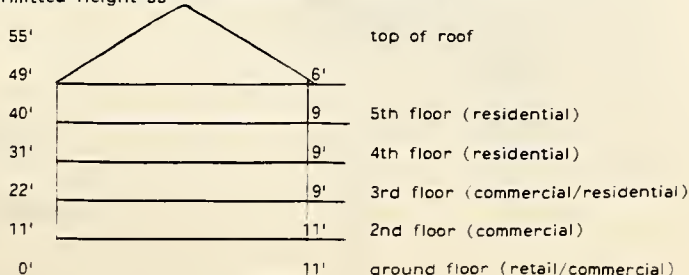
	Retail-Commercial (as required)	Housing (one and two br. apts)	Units
<u>Building A</u>			
Ground:	18,500 S.F.	-	-
Second:	-	18,500 S.F.	17
Third:	-	18,500 S.F.	17
Fourth:	-	18,500 S.F.	17
Fifth:	-	18,500 S.F.	17
Sub-totals:	18,500 S.F.	74,000 S.F.	68 units
<u>Building B</u>			
Ground:	15,000 S.F.	-	-
Second:	-	15,000 S.F.	17
Third:	-	15,000 S.F.	17
Fourth:	-	15,000 S.F.	17
Fifth:	-	15,000 S.F.	17
Sub-totals:	15,000 S.F.	60,000 S.F.	56 units
<u>Building C</u>			
Ground:	8,500 S.F.	-	-
Second:	8,500 S.F.	-	-
Third:	8,500 S.F.	-	-
Fourth:	-	8,500 S.F.	7
Fifth:	-	8,500 S.F.	7
Sub-totals:	25,500 S.F.	17,000 S.F.	14
<u>Glass Covered Retail</u>			
Ground:	14,000 S.F.	-	-
Sub-totals	14,000 S.F.		
Totals	73,000 S.F.	151,000 S.F.	138 units

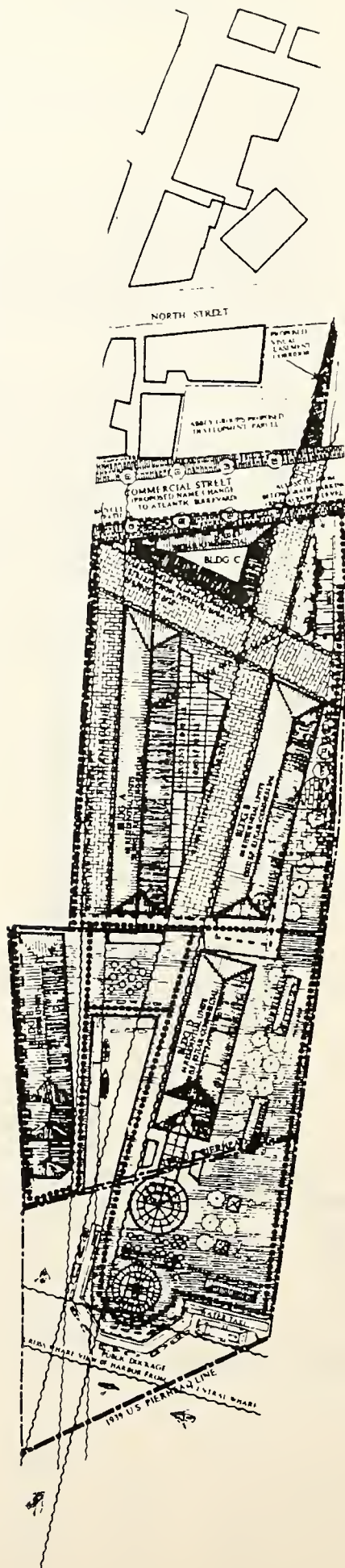
ANALYSIS OF BUILDING DEVELOPMENT IN RELATION TO PROPOSED BRA CONTROLS

Permitted Development 224,000 S.F. Gross
Building A Sub-total 92,500 S.F. Gross
Building B Sub-total 75,000 S.F. Gross
Building C Sub-total 42,500 S.F. Gross
Glass Covered Retail Sub-total 14,000 S.F. Gross
Total Development 224,000 S.F. Gross (maximum allowed development area)

MAXIMUM DEVELOPMENT HEIGHT (Building A,B,&C shown)

Permitted Height 55'





SARGENT'S WHARF
CONSULTANT'S PROPOSAL
ALTERNATIVE C

SARGENT'S WHARF
CONSULTANT'S PROPOSAL - ALTERNATIVE C

SITE AREA: 238,000 S.F. Gross (84,000 S.F. land area + 28,000 S.F. land area of Eastern Avenue + 70,000 S.F. water area from granite bulkhead to 1880 U.S. pierhead line + 56,000 S.F. water area from 1880 U.S. pierhead line to 1939 U.S. pierhead line).

CONSULTANT'S PROPOSED CONTROLS:

F.A.R. 2 (56,000 S.F. water area from 1880 U.S. pierhead line to 1939 U.S. pierhead line is not to be used in F.A.R. calculations)

Open Space Requirements: 50% of site area

Setbacks: 15 feet from water edges (proposed revision to 35' IPOD requirement)

Height: 75' (to peak of roof). (Proposed revision to IPOD requirement of 55' height limit for all structures within 110 feet of water's edge.)

Land Use: Retail/Commercial use required on ground floor. Minimum of 50% retail required at ground floor with balance being commercial. (Proposed revision to Developers' Kit requirement of 50% commercial use for total building gross S.F.)

Parking: Below surface parking to serve on-site and some off-site uses required.

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development: $182,000 \times 2 = 364,000$ S.F. Gross Site Area 182,000 S.F. - 50% open space = 91,000 S.F. building coverage allowed.

Building A $60' \times 310' = 18,500$ S.F. Building Footprint
 Building B $60' \times 250' = 15,000$ S.F. Building Footprint
 Building C (see plan) = 8,500 S.F. Building Footprint
 Building D $60' \times 200' = 12,000$ S.F. Building Footprint
 Building E $45' \times 240' = 12,000$ S.F. Building Footprint
 Glass Covered Retail = 12,000 S.F. Building Footprint
 78,000 S.F. (43% building average / 57% open space)

Retail/Commercial Use Requirement: 100% of ground floor = 78,000 S.F. required minimum.

Parking Spaces Available: 300 spaces per level available below grade.

AREA DISTRIBUTION

	Retail- Commercial (as required)	Hotel	Hotel Units	Housing (one and two-br. apts.)	Units
<u>Building A</u>					
Ground:	18,500	-	-	-	-
Second:	-	-	-	18,500	17
Third:	-	-	-	18,500	17
Fourth:	-	-	-	18,500	17
Fifth:	-	-	-	18,500	17
Sub-total	18,500	-	-	74,000	68 units
<u>Building B</u>					
Ground:	15,000	-	-	-	-
Second:	-	-	-	15,000	14
Third:	-	-	-	15,000	14
Fourth:	-	-	-	15,000	14
Fifth:	-	-	-	15,000	14
Sixth:	-	-	-	15,000	14
Seventh:	-	-	-	15,000	14
Sub-total	15,000	-	-	90,000	84 units

AREA DISTRIBUTION

<u>Building C</u>					
Ground:	8,500	-	-	-	-
Second:	8,500	-	-	-	-
Third:	8,500	-	-	-	-
	<u>25,500</u>	-	-	-	-
<u>Building D</u>					
Ground:	12,000	-	-	-	-
Second:	-	-	-	12,000	11
Third:	-	-	-	12,000	11
Fourth:	-	-	-	12,000	11
Fifth:	-	-	-	12,000	11
Sub-total	<u>12,000</u>	-	-	<u>48,000</u>	<u>44 units</u>
<u>Building E</u>					
Ground:	-	12,000	-	-	-
Second:	-	14,500	32	-	-
Third:	-	14,500	32	-	-
Fourth:	-	12,000	27	-	-
Fifth:	-	10,500	23	-	-
Sixth:	-	5,000	11	-	-
Sub-total	-	<u>69,000</u>	<u>125</u>	-	-
<u>Glass Covered Retail</u>					
Ground:	12,000	-	-	-	-
Sub-total	<u>12,000</u>	-	-	-	-
<u>Totals</u>	83,000 s.f.	69,000 s.f.	125 units	212,000 s.f.	196 units

ANALYSIS OF AREA DISTRIBUTION

Permitted Development	364,000 S.F. Gross	
Building A Sub-total	92,500 S.F. Gross	
Building B Sub-total	105,000 S.F. Gross	
Building C Sub-total	25,500 S.F. Gross	
Building D Sub-total	60,000 S.F. Gross	
Building E Sub-total	69,000 S.F. Gross	
Glass Covered Retail		
Sub-total	12,000 S.F. Gross	
	<u>364,000 S.F. Gross</u>	(Maximum Allowed Development Area)
Retail-Commercial		
Proposed Total	83,000 S.F. Gross	
Hotel Total	69,000 S.F. Gross	
Residential Total	212,000 S.F. Gross	
Total Development	<u>364,000 S.F. Gross</u>	(Maximum Allowed Development Area)

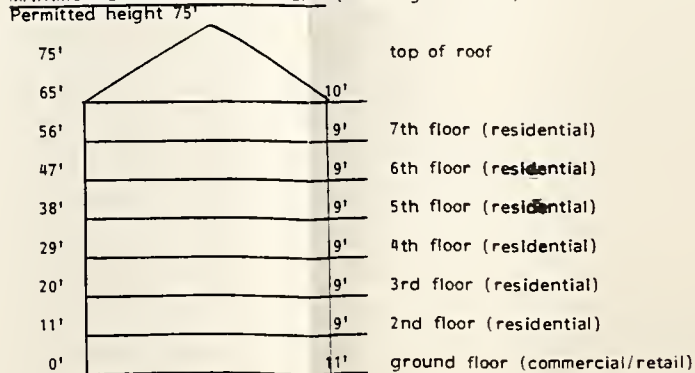
Unit Count:

Hotel 125 units*
Residential 196 one-and two-bedroom units

*Note: If area proposed for hotel use was developed as residential, the unit count would be:

196 units (currently shown)
52 units (currently shown as 125 hotel units)
248 total housing units

MAXIMUM DEVELOPMENT HEIGHT (Building B Shown)





SARGENT'S WHARF
ALTERNATIVE I

(From BRA Draft Developer's Kit, August 1986; does not include use of Eastern Avenue Land)

SITE AREA: (84,000 S.F. \pm land area)

BRA PROPOSED CONTROLS:

F.A.R. 2
Open Space
Requirements: 50% of site area
Setbacks: 35' from water edges
Height: 55' (including mechanical penthouses)
Land Use: Commercial requirement of 50% for the total building gross S.F.
Parking: Below grade parking to serve on-site and some off-site uses are required.

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development: $84,000 \times 2 = 168,000$ S.F. Gross
Site Area 84,000 S.F. - 50% open space = 42,000 S.F. building coverage allowed.

Building A $60' \times 375' = 22,500$ S.F.
Building B $60' \times 325' = 19,000$ S.F.
42,000 S.F. (meets 50% building coverage allowed)

Commercial Use Requirement: 50% ($168,000$ S.F. \times 50%) = 84,000 S.F. Gross allowed.

Parking Spaces Available: 300 spaces per level available below grade.

AREA DISTRIBUTION

	<u>Retail-Commercial</u> <u>(as required)</u>	<u>Housing</u> <u>(one and two br. apts)</u>	<u>Units</u>
<u>Building A</u>			
Ground:	22,500 S.F.	-	-
Second:	22,500 S.F.	-	-
Third:	-	22,500 S.F.	20
Fourth:	-	22,500 S.F.	20
Sub-totals	45,000 S.F.	45,000 S.F.	40
<u>Building B</u>			
Ground:	19,500 S.F.	-	-
Second:	19,500 S.F.	-	-
Third:	-	19,500 S.F.	18
Fourth:	-	19,500 S.F.	18
Sub-totals	39,000 S.F.	39,000 S.F.	36
Totals	84,000 S.F.	84,000 S.F.	76 units

ANALYSIS OF BUILDING DEVELOPMENT IN RELATION TO PROPOSED BRA CONTROLS

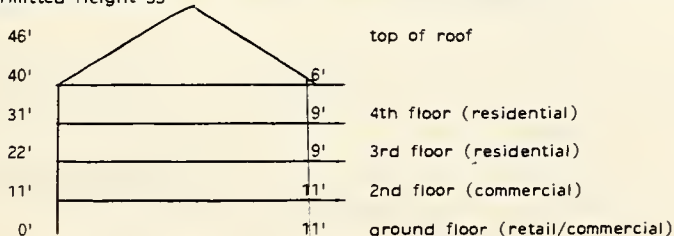
Permitted Development 168,000 S.F. Gross

Building A 22,500 S.F. Gross (Building Footprint Area)
Building B 19,500 S.F. Gross (Building Footprint Area)
Total 42,000 S.F. Gross (Building A and B Footprint Area)

Building A and B 42,000 S.F. \times 4 stories = 168,000 S.F. Gross
(Maximum Allowed Development Area)

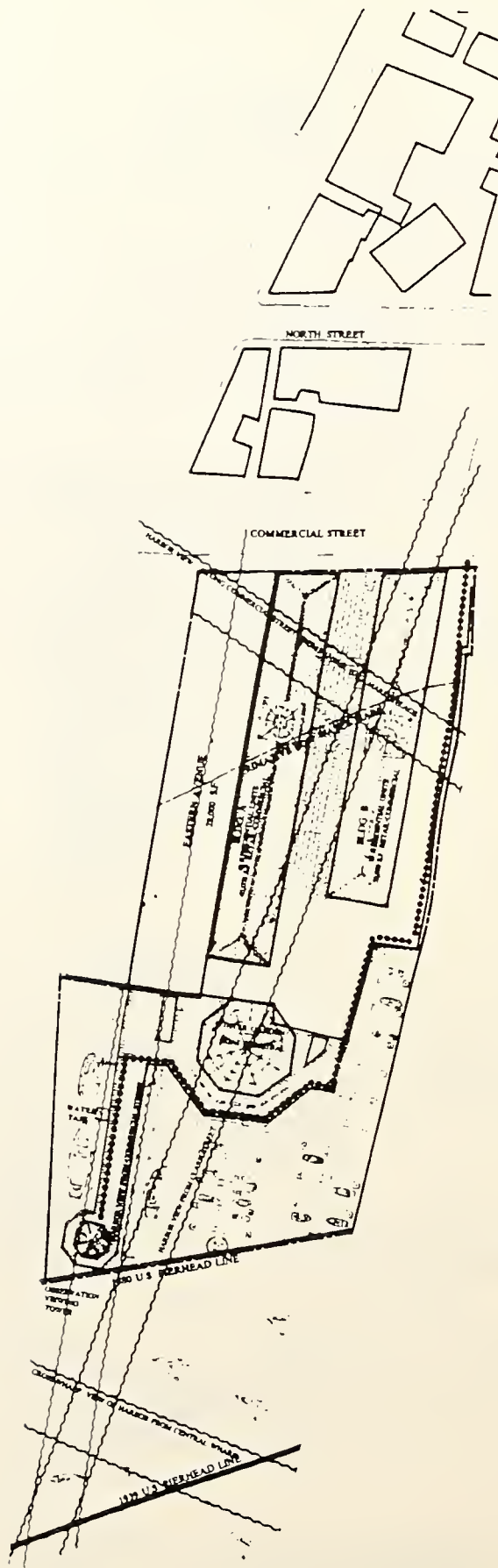
MAXIMUM DEVELOPMENT HEIGHT (Building A & B shown)

Permitted Height 55'



Due to the FAR limitation of two, permitting a building development area of 168,000 S.F., the proposed building cannot go to the 55' height limit permitted. Should the Gross Building Footprint Area be reduced to permit a 5th floor, this would not increase the amount of development area and, therefore, would have no effect on adding residential units.

If the commercial use requirement were reduced from 50% to 25%, this would allow an additional 42,000 S.F. to be devoted to residential, thereby adding 40 one and two-bedroom apartments.



SARGENT'S WHARF

ALTERNATIVE II

SARGENT'S WHARF
ALTERNATIVE II

(Using BRA Draft Developer's Kit, August 1986; but including Eastern Avenue Land)

SITE AREA: 112,000 S.F. Gross (84,000 S.F. land area + 28,000 S.F. land area of Eastern Avenue)

BRA PROPOSED CONTROLS:

F.A.R. 2
Open Space Requirements: 50% of site area
Setbacks: 35' from water edges
Height: 55' (including mechanical penthouses)
Land Use: Commercial requirement of 50% for the total building gross S.F.
Parking: Below grade parking to serve on-site and some off-site uses are required.

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development: $112,000 \times 2 = 224,000$ S.F. Gross
Site Area 112,000 S.F. - 50% open space = 56,000 S.F. building coverage allowed.

Building A $60' \times 375' = 22,500$ S.F.
Building B $60' \times 325' = 19,500$ S.F.
Glass Covered Retail = 14,000 S.F.
56,000 S.F. (meets 50% building coverage allowed)

Commercial Use Requirement: 50% ($224,000$ S.F. \times 50%) = 112,000 S.F. Gross allowed.

Parking Spaces Available: 300 spaces per level available below grade.

AREA DISTRIBUTION

	<u>Retail-Commercial</u> <u>(as required)</u>	<u>Housing</u> <u>(one and two br. apts)</u>	<u>Units</u>
<u>Building A</u>			
Ground:	22,500 S.F.	-	-
Second:	22,500 S.F.	-	-
Third:	14,000 S.F.	8,500 S.F.	7
Fourth:	-	22,500 S.F.	20
Fifth:	-	22,500 S.F.	20
Sub-totals	59,000 S.F.	53,500 S.F.	47 units
<u>Building B</u>			
Ground:	19,500 S.F.	-	-
Second:	19,500 S.F.	-	-
Third:	-	19,500 S.F.	18
Fourth:	-	19,500 S.F.	18
Fifth:	-	19,500 S.F.	18
Sub-totals	39,000 S.F.	58,500 S.F.	54 units
<u>Glass Covered Retail</u>			
Ground:	14,000 S.F.	-	-
Sub-totals:	14,000 S.F.	-	-
Totals	112,000 S.F.	112,000 S.F.	101 units

ANALYSIS OF BUILDING DEVELOPMENT IN RELATION TO PROPOSED BRA CONTROLS

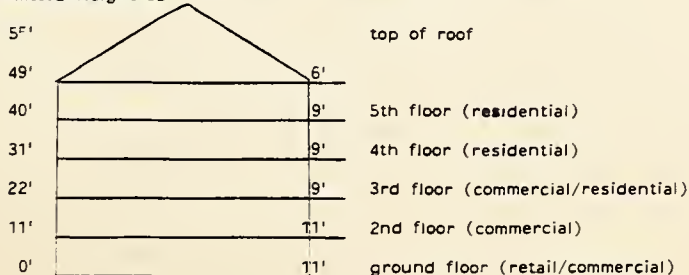
Permitted Development 224,000 S.F. Gross

Building A 22,500 S.F. Gross (Building Footprint Area)
Building B 19,500 S.F. Gross (Building Footprint Area)
Total 42,000 S.F. Gross (Building A and B Footprint Area)

Building A and B $42,000$ S.F. \times 5 stories = 210,000 S.F. Gross
Glass Covered Retail 14,000 S.F. Gross
224,000 S.F. Gross (Maximum Allowed Development Area)

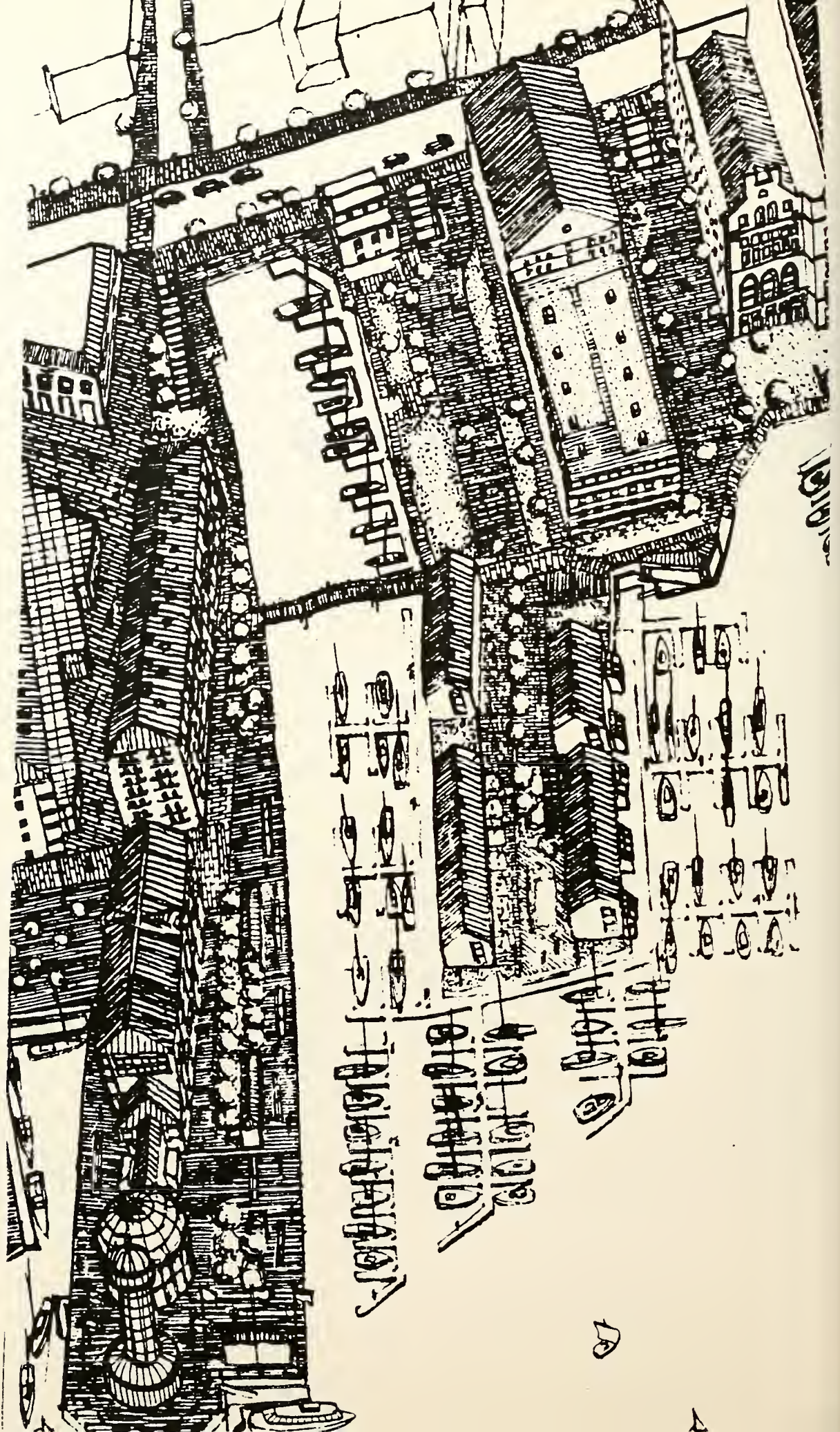
MAXIMUM DEVELOPMENT HEIGHT (Building A,B, & C shown)

Permitted Height 55'





UNION WHARF



Union Wharf

Commentary

Union Wharf unfortunately is an example of the most privatized, least publicly inviting development along the Downtown-North End Waterfront. In addition, those rather suburban looking townhouses that were permitted to be built along most of the edge of the wharf have made public access impossible. I believe that some reasonable public access should be restored to a portion of this wharf in order that it become part of the comprehensive public HARBORPARK continuous walkway network. This public access can be achieved with minimum adverse effect on the wharf's current condominium owners and tenants; and furthermore, if presented in a spirit of cooperation, it can be shown that there are real and positive benefits to the current resident owners and businesses that occupy this wharf.

Ideas-Recommendations

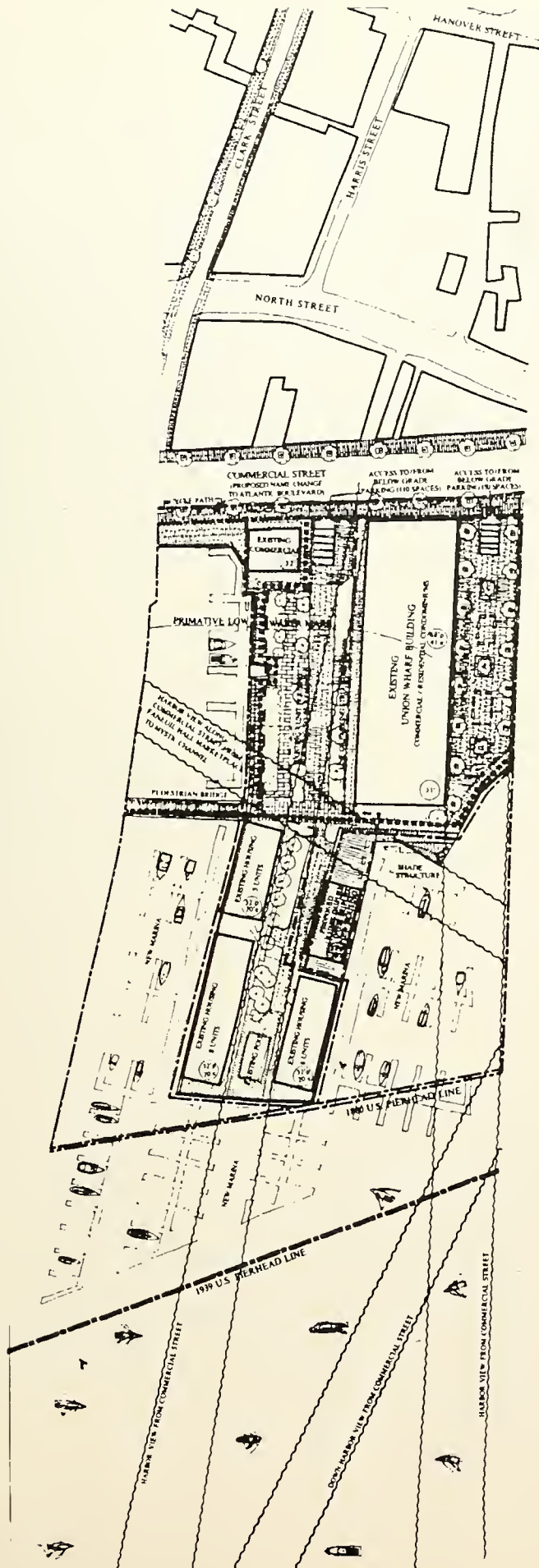
1. I recommend that the four unit condominium building closest to Commercial Street-Atlantic Avenue, be removed and either relocated to the north side of the wharf, or demolished, and replaced by a new eight unit double duplex condominium - in other words, two units, one duplex unit on floors one and two, and the other duplex unit on floors three and four, plus a loft, if desired. This eight unit double duplex condominium can readily be accommodated in this location, next to the existing six unit building.

Removing this one four unit building would make it possible to restore an extremely important long view corridor which will extend from Faneuil Hall Market, at the corner of Quincy Market and North Market Street, down Commercial Street across Atlantic Avenue-Commercial Street, past the proposed angled west end of the newly-constructed Pilot House Extension Building (proposed for construction on Lewis Wharf) across the new development proposed for Sargent's Wharf, through the new opening to be captured in Union Wharf, across Robert Kenney's new residential condominium development proposed for Lincoln Wharf, and finally, to magnificent Boston Harbor. The significance of capturing this important view of Boston Harbor should not be easily dismissed; it is very discernible, and it is the deepest penetrating straight view of Boston Harbor. In addition, the walk from the Faneuil Hall Markets, along Commercial Street, past numerous historically important rehabilitated buildings (such as the great massive granite Mercantile Wharf Building, and the smaller granite Commercial Wharf Building, as well as the other two dozen or so Greek Revival style granite and brick buildings that have been rehabilitated along this block, and the two more recently developed Elderly Housing Complexes) contribute to making this North End Boston street a unique and special place, demonstrating the character of change over time, that is not readily apparent in any other Downtown-North End Waterfront street, with the added opportunity for a view of magnificent Boston Harbor.

2. Another important objective for removing this existing four unit condominium building is that a proposed new mini-public landscaped open space can be created in its place. A pedestrian bridge proposed at

Sargent's Wharf can be constructed across the water slip, which is only approximately one hundred and twenty (120') feet away, thus including Union Wharf as part of the HARBORPARK continuous walkway network (that ties in with the mid-wharf Cross Wharf connection from Lewis Wharf, as well as from the other wharves to the south, i.e., Commercial, T Wharf Landing, Long, Central, India, and Rowes). In addition, this new mini-public landscaped open space proposed for Union Wharf, will act as a meaningful substitute for the continuous walkway along the edges of all the wharves, including Union Wharf, that is recommended in the HARBORPARK report. Furthermore, it is from this mid-wharf, mini-park open space, proposed for Union Wharf, that the HARBORPARK walk can then continue past the east end of the Union Wharf Building, linking with Lincoln Wharf behind the San Marco Housing Development, and continuing across the inboard western edge of Kenney's proposed Condominium Housing Development, and on to Battery Wharf where another important strategic link to the HARBORPARK continuous walkway network can be accomplished. I shall discuss the Battery Wharf linkage later on in this report.

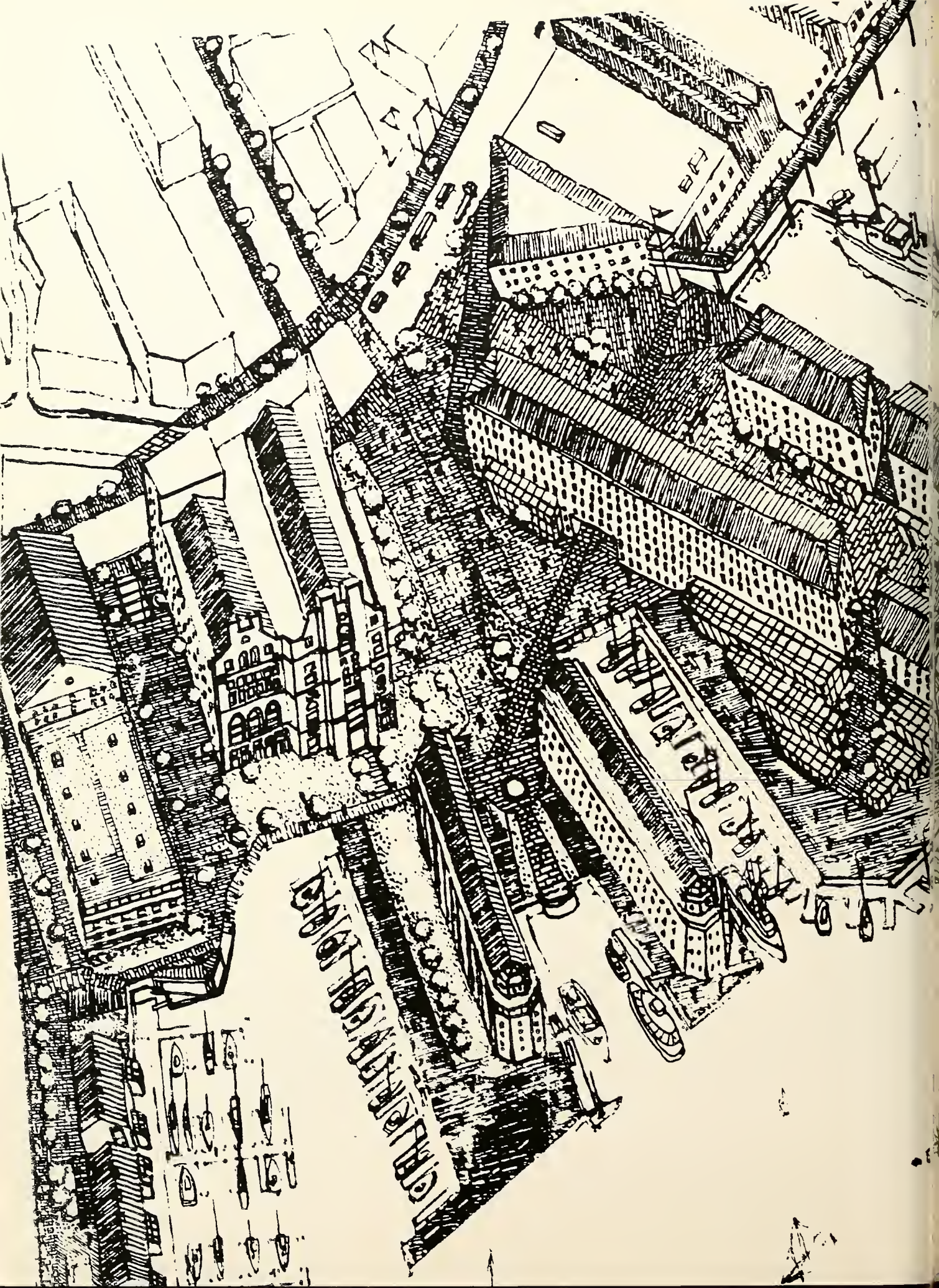
3. I recommend, as I did on Commercial and Lewis Wharves, that the currently open parking be discontinued and that underground parking be negotiated for this wharf.



UNION WHARF
CONSULTANT'S PROPOSAL



LINCOLN WHARF



Commentary

The Developer's Proposal for the end of Lincoln Wharf has much to recommend, and in general, I support and endorse the BRA's recommendations that housing is an appropriate use for this site.

However, in making that statement, I would like to refer to the primary reason for my being engaged by the BRA (which was more completely discussed in my Introduction Section of this report) which was to comment on, in a more comprehensive planning-urban design context, how the development proposed for a particular wharf fits into the larger public-access-view-connection relationship between the Downtown-North End Waterfront and Boston Harbor.

One of the best examples is the end of Lincoln Wharf, where a proposed development was fairly far along in the BRA's Developer Tentative Designation process, and where modifications proposed, as explained in my Ideas-Recommendations Section, will provide substantially increased public benefit to the city, and its citizens without, in my opinion, impairing the overall financial feasibility of the Developer's Proposal. It is only by taking this more comprehensive planning-urban design view that some of these issues can even be seen, or let alone acted upon.

Lincoln Wharf, and the end of Lincoln Wharf in particular, lies at a strategically important hinge point or ('node') where south to north, as well as north to south directionality changes take place and where significant views and connections linking the Downtown-North End Waterfront to Boston Harbor can readily be made. The following represent areas of concern as shown on the Developers' current Proposed Development Plan.

A visual easement set back on the northwest side of the so-called 'Coal Pocket' Building would secure the only down-harbor view of Boston Harbor for North Enders, as well as for other Bostonians and visitors, who travel past the important junction where Hanover Street meets Commercial Street-Atlantic Avenue. In no other location along the entire North End portion of the Waterfront from the Charlestown Bridge (North Washington Street-Causeway Street intersection) to Christopher Columbus Park, is such a dramatic and important down-harbor view possible.

Too much of the Boston Waterfront has become privatized, meaning that the public is either outright discouraged from using the Waterfront, as for example, Union Wharf, or does not feel welcome because of the lack of public-oriented uses, as is the case of Commercial Wharf. Permitting the ground floor uses of these proposed buildings at the end of Lincoln Wharf to be almost exclusively privately-owned condominium housing, except for approximately 2,000 s.f. for Fire Department Five Boat use (of the approximately 16,000 s.f. of ground floor usable area) means that the public is not really going to be encouraged to make use of one of the last remaining publicly-owned parcels of precious Boston Waterfront land. The argument will probably be made that the Developer has agreed to provide a Public Promenade/Boardwalk, small sitting pavilion, and water-taxi landing on the 'Coal Pocket' Building pier, and a Public Promenade/Boardwalk and observation platform, as well as public restrooms on the North Derry Building Pier, and these amenities are much to the credit of the Developer and the BRA. However, without the concomitant active retail use of some major portions of the ground floor of these two proposed buildings (for example, restaurant use) meaningful public use and activity, so essential in the best examples of urban waterfronts in Europe and in this country, will not be fulfilled in the way many Bostonians and Commonwealth citizens hope and expect.

The Public/Promenade/Boardwalk deck, as currently shown on the Developer's Proposal, along the south side of the 'Coal Pocket' Building, is approximately fifty (50') feet wide by two hundred and forty (240') feet long, and stops approximately forty (40') feet short of the Harbor Line of 1880 (U.S. Pierhead Line 1889 and 1930). If this Public Promenade/Boardwalk deck were cut back approximately thirty (30') feet, it would save 7,200 square feet of deck ($30' \times 240' = 7,200$ square feet). With these savings, it would be possible to add 2,000 square feet of deck at the end of the 'Coal Pocket' Building, making his out-board end average thirty (30') feet in width, instead of its current proposed constant width of twelve (12') feet. Furthermore, it would permit landscape, paving, lighting, etc., improvements to that portion of Battery Street which runs from the west boundary of the BRA's Lincoln Wharf property to the east edge of Commercial Street-Atlantic Avenue. This deck reduction would permit more water surface area in the water slip between Lincoln and Union Wharves, and in addition, this current extra wide deck area facing the residential Town Houses on Union Wharf not represent a significant location for a wide Public Promenade/Boardwalk open space. On the other hand, extending the Promenade/Boardwalk building additional deck an average of thirty (30') feet from the end of the 'Coal Pocket' Building would present a significant opportunity to see and enjoy a full view of Boston Harbor.

As the case with Commercial and Lewis Wharves, open parking is detrimental to the environmental and visual quality of life for the public, the current residents of the San Marco Housing, and the future residents of this proposed housing at the end of Lincoln Wharf.

Too much value and attention has been paid to the saving of the 'Coal Pocket' Building, and in my view, to the detriment of other more important Waterfront objectives, such as the previously mentioned down-harbor view. The 'Coal Pocket' Building has to be disassembled and then reassembled in order to reinforce the building's foundations and the pile-supported pier under the building, there is a need to increase the floor-to-floor headroom heights in the proposed new residential housing units, current heights are inadequate. Not saving the 'Coal Pocket' Building will afford the Architect and the Developer the opportunity to create a more attractive, marketable and cost-effective building that will be more sympathetic with the North Ferry Building and other buildings in the adjacent North End and immediate waterfront area.

Ideas-Recommendations

1. I recommend that the northwest face of the so-called 'Coal Pocket' Building be cut back between ten (10') and fifteen (15') feet for half the approximately forty (40') feet width of the building; also, cut back a further portion of the building, running at an approximately 45-degree angle from the previously established point, a distance between fifty (50') feet to fifty-five (55') feet along the south facade of the 'Coal Pocket' Building. These changes to this building are needed to permit an important 'Down Harbor' view of Boston Harbor. See our Consultant's proposal sketch drawing which further describes this recommendation. It is imperative that a surveyor carefully determine, by metes and bounds, with the assistance of the BRA, the precise building set-back and angle of view.
2. That the ground floors of the 'Coal Pocket' and North Ferry Buildings, except for the Residential Lobbies and Fire Department-Fire Boat area, be devoted to Retail/Commercial (non-residential/non-parking) use, and that at least fifty percent (50%) and at least one restaurant, preferably located on the ground floor at the water end of the 'Coal Pocket' Building.

3. Reduce the width of the Public Promenade/Boardwalk proposed for the south side of the 'Coal Pocket' Building by approximately thirty (30') feet and extend the Public Promenade/Boardwalk's currently-proposed for twelve (12') foot dimension to the end of the pier an additional eighteen (18') feet seaward, to the edge of the Harbor Line of 1880, thus creating a larger public space at the end of the 'Coal Pocket' pier.
4. Provide non-bituminous pavement, landscaping, lighting and benches on Battery Street from the west boundary of the North Ferry Building to the eastern edge of Commercial Street-Atlantic Avenue. The concrete sidewalks along the Commercial Street-Atlantic Avenue edge should be replaced with brick as in the case with other sidewalks in this area.
5. That surface parking not be permitted on Lincoln Wharf, and that the ingress and egress to the underground parking garage be combined with the traffic circle drop-off, and the seven surface parking spaces, as well as the six spaces under the North Ferry Building, be put in the proposed underground parking structure, leaving the wharf and pier surface more open and welcome to public use and enjoyment.
6. Remove the 'Coal Pocket' Building and replace it with a new building similar in scale and character to the North Ferry Building and more compatible with other buildings in the Boston Waterfront and the adjacent North End. The replacement of the 'Coal Pocket' Building by a new building should not repeat the stepped shape configuration proposed at the end to the previous building. The height of this new building, should not exceed the cornice line of the north face of the San Marco Housing Building. The top floor, or conceivably, the two upper floors, should have a pitched configuration, but the top of the ridge or peak should not exceed the previously mentioned cornice line. Consideration should be given to treating the east and west ends of both buildings in a manner that reflects, that one faces Commercial Street-Atlantic Avenue and the North End, while the other faces Boston Harbor. The facades, roof shapes, choice of surface materials, as well as the solid surface areas compared with the open surface window areas, should reflect the indigenous masonry character of most Waterfront and North End buildings. This statement is not intended to imply a slavish adaptation of phony "ye olde" character, for building treatment, nor does it mean a contemporary vernacular derivative of buildings in Houston rather than Boston.

[illegible]

LINCOLN WHARF

CONSULTANT'S PROPOSAL

<u>SITE AREA:</u>	15,600 S.F. Gross - Land Area
	52,100 S.F. Gross - Water Area covered by deck - between existing granite bulkhead and 1880 U.S. Pierhead line.
	35,050 S.F. Gross - Water Area - between existing granite bulkhead and 1880 U.S. Pierhead line.
	<hr/>
	102,750 S.F. Gross Total Site Area

CONSULTANT'S PROPOSED CONTROLS:

F.A.R.	1.67
Open Space Requirements:	Note: Based on ground floor building coverage of 22,000 S.F. and a site area of 102,750 S.F. including water, the open space allowed is 79%.
Set Backs:	South Pier - 35' setback from seaward end of pier. Remaining sides to be 10% of width of pier but not less than 10'. North Pier - Remaining sides to be 10% of width of pier but not less than 10'.
Height:	83' to peak (Building A - South Building & Building B - North Ferry Building)
Land Use:	Retail/Commercial use required on ground floor. Minimum of 50% retail required at ground floor with balance being commercial (less lobby/access to upper floors).
Parking:	Below surface parking to serve on site uses.

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development = $102,750 \times 1.67 = 172,000$ S.F.	
Site Area of 102,750 S.F. \times 79% open space = 22,000 S.F. Building Coverage Allowed.	
Building A - South Building	10,500 S.F. Building Footprint
Building B - North Ferry Building	11,500 S.F. Building Footprint
	<hr/> 22,000 S.F. (21% building coverage/79% open space)
Retail/Commercial Use Requirement:	100% of ground floor, less lobby access to upper floors = 17,500 S.F. required minimum.
Parking Spaces Available: 117 total spaces below surface provided.	

AREA DISTRIBUTION

<u>Building A</u> <u>South Building</u>	<u>Retail/</u> <u>Commercial</u>	<u>Marine Fire</u> <u>Headquarters</u>	<u>Residential</u>	<u>Units</u>
Ground	9,500	-	1,000	-
Second	-	-	10,500	8
Third	-	-	10,500	1
Fourth	-	-	10,500	8
Fifth	-	-	10,500	1
Sixth	-	-	10,500	8
Seventh	-	-	10,500	8
Eighth	-	-	8,500	0
Sub Total	9,500	-	72,000	34 Units
 <u>Building B</u> <u>North Ferry Building</u>				
Ground	8,000	2,500	1,000	-
Second	-	-	11,500	9
Third	-	-	11,500	2
Fourth	-	-	11,500	9
Fifth	-	-	11,500	2
Sixth	-	-	11,500	9
Seventh	-	-	11,500	8
Eighth	-	-	10,000	0
Sub Total	8,000	2,500	80,000	39 Units
TOTAL	17,500	2,500	152,000	73 Units

ANALYSIS OF AREA DISTRIBUTION

Permitted Development:

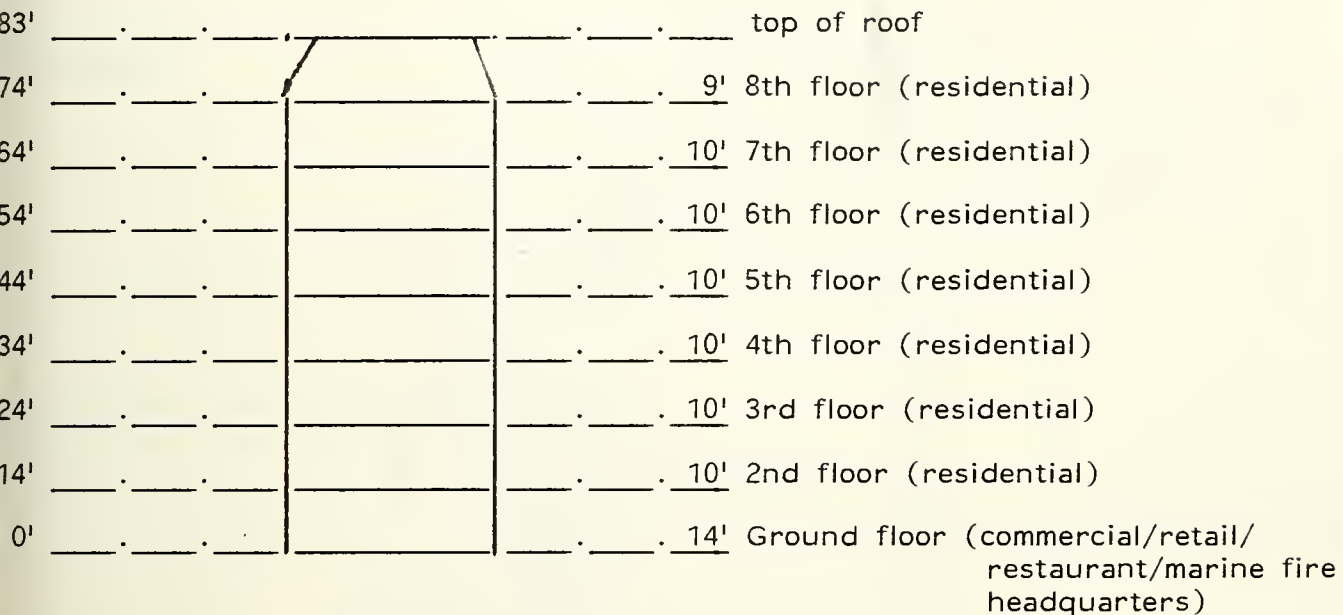
Building A - Sub Total	81,500 S.F. Gross	
Building B - Sub Total	90,500 S.F. Gross	
	<u>172,000 S.F. Gross</u>	(Maximum Allowed Development Area)

Retail/Commercial Total	17,500	
Marine Fire Headquarters Total	2,500	
Residential Total	<u>152,000</u>	
	172,000 S.F. Gross	(Maximum Allowed Development Area)

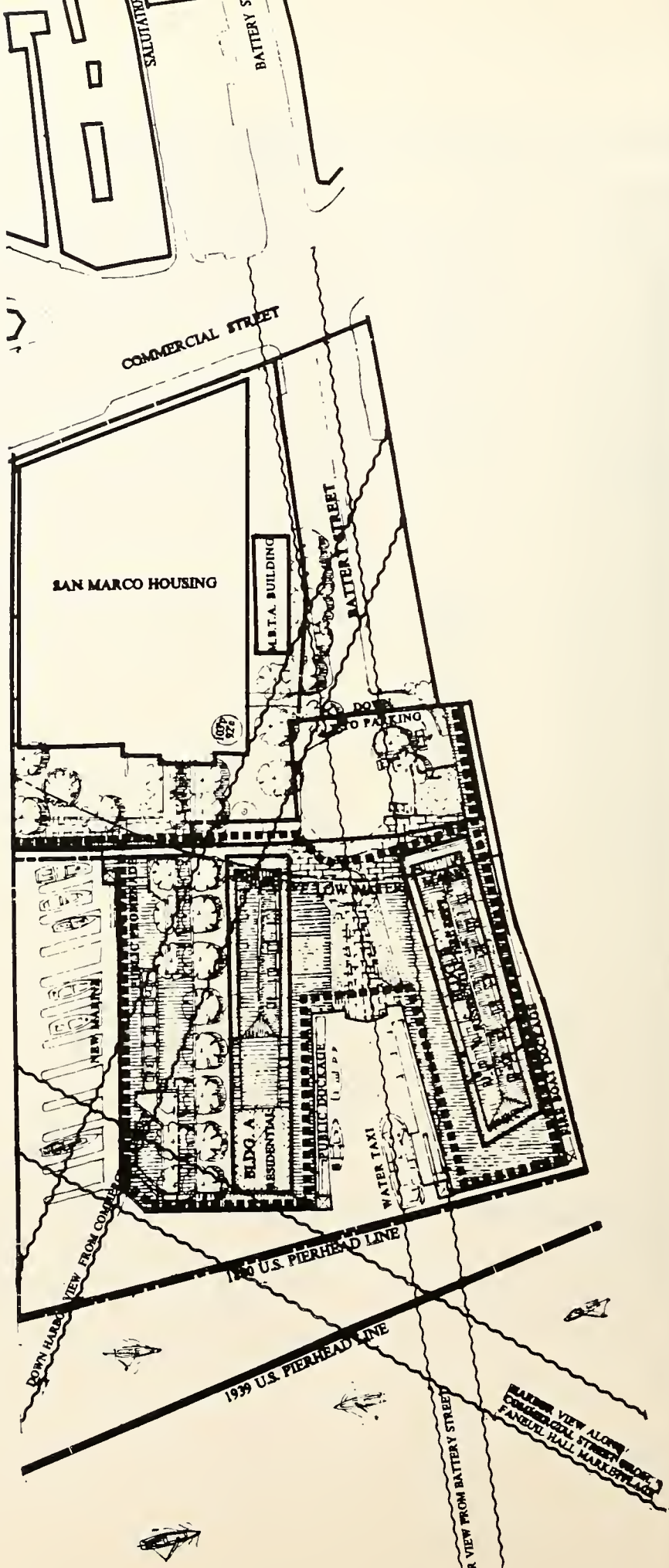
Unit Count: 73 Residential Units

CONSULTANT'S MAXIMUM DEVELOPMENT HEIGHT (Buildings A & B shown)

Permitted Height 83'



LINCOLN WHARF
DEVELOPER'S
PROPOSAL



LINCOLN WHARF

DEVELOPER'S PROPOSAL

SITE AREA:

15,600 S.F. Gross	-	Land Area
57,300 S.F. Gross	-	Water Area covered by deck - between existing granite bulkhead and 1880 U.S. Pierhead line.
29,850 S.F. Gross	-	Water Area - between existing granite bulkhead and 1880 U.S. Pierhead line.
<u>102,750 S.F. Gross</u>		Total Site Area

DEVELOPER'S PROPOSED CONTROLS:

F.A.R. 1.44

Open Space Requirements: Note: Based on ground floor building coverage of 22,000 S.F. and a site area of 102,750 S.F. including water, the open space allowed is 79%.

Set Backs: 10' minimum along water's edge.

Height: 74' to peak (Building A - Coal Pocket (south) Building)
73' to peak (Building B - North Ferry Building)

Land Use: Residential & Marine Fire Headquarters. No retail/commercial use proposed.

Parking: Surface & below surface parking to serve on site uses.

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development = $102,750 \times 1.44 = 148,340$ S.F.

Site Area of 102,750 S.F. \times 79% open space = 22,000 S.F. Building Coverage Allowed.

Building A - Coal Pocket (south) Building	12,000 S.F. Building Footprint
Building B - North Ferry Building	<u>10,000 S.F. Building Footprint</u>
	22,000 S.F. (21% building coverage/79% open space)

Retail/Commercial Use Requirement: None. (Note: 2,500 S.F. of ground floor in Building B is allocated to marine fire headquarters.)

Parking Spaces Available: 104 total spaces below surface provided.
13 surface parking spaces.

AREA DISTRIBUTION

Building A

Coal Pocket

South Building

Residential

Units

Marine Fire Headquarters

Ground	12,000	10	-
Second	12,500	1	-
Third	12,500	11	-
Fourth	12,500	1	-
Fifth	12,500	6	-
Sixth	8,500	6	-
Seventh	<u>7,000</u>	<u>0</u>	<u>-</u>
Sub Total	77,500	35 Units	-

Building B

North Ferry Building

Ground	7,500	5	2,500
Second	10,500	3	-
Third	10,500	6	-
Fourth	10,500	7	-
Fifth	10,500	4	-
Sixth	10,200	8	-
Seventh	<u>8,640</u>	<u>0</u>	<u>-</u>
Sub Total	68,340	33 Units	2,500
TOTAL	145,840	68 Units	2,500

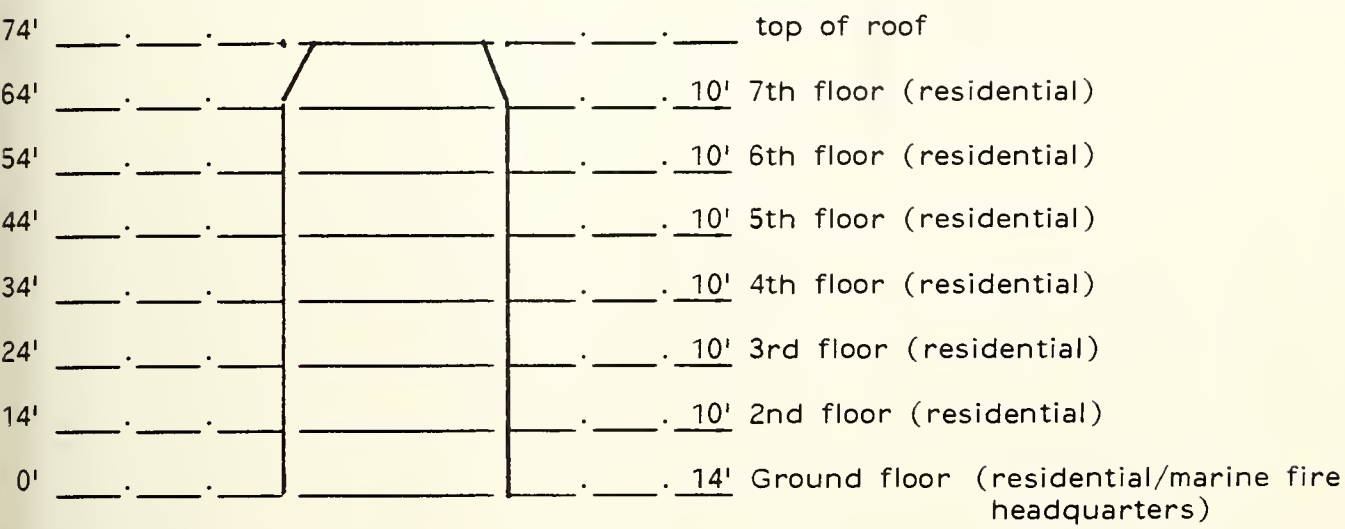
ANALYSIS OF AREA DISTRIBUTION

Permitted Development:	148,340 S.F. Gross	
Building A - Sub Total	77,500 S.F. Gross	
Building B - Sub Total	<u>70,840 S.F. Gross</u>	
	148,340 S.F. Gross	(Maximum Allowed Development Area)
Retail/Commercial Total	145,840 S.F. Gross	
Marine Fire Headquarters	<u>2,500 S.F. Gross</u>	
	148,340 S.F. Gross	(Maximum Allowed Development Area)

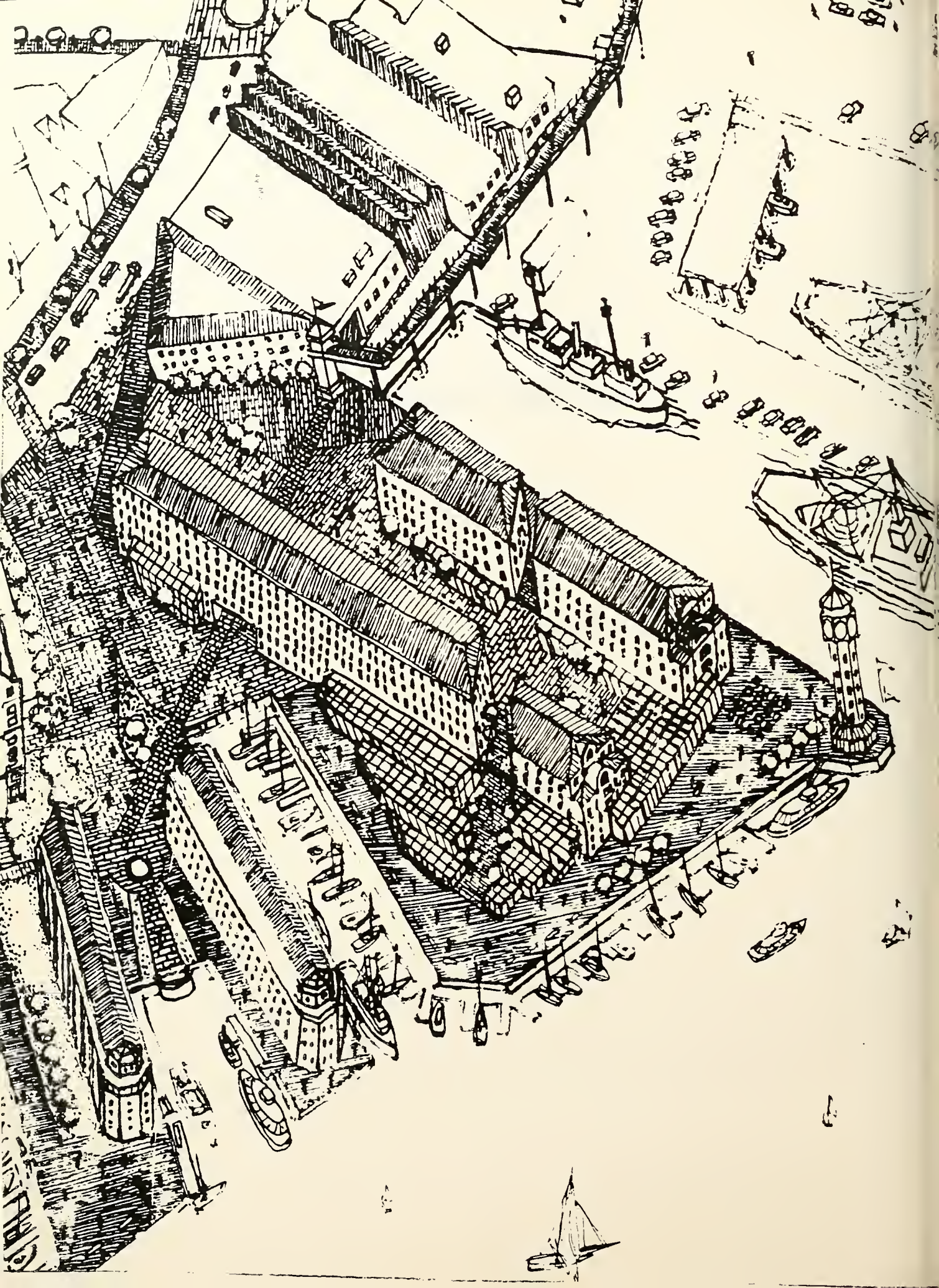
Unit Count: 68 Residential Units

DEVELOPER'S MAXIMUM DEVELOPMENT HEIGHT (Building B shown)

Permitted Height 83'



BATTERY WHARF



Commentary

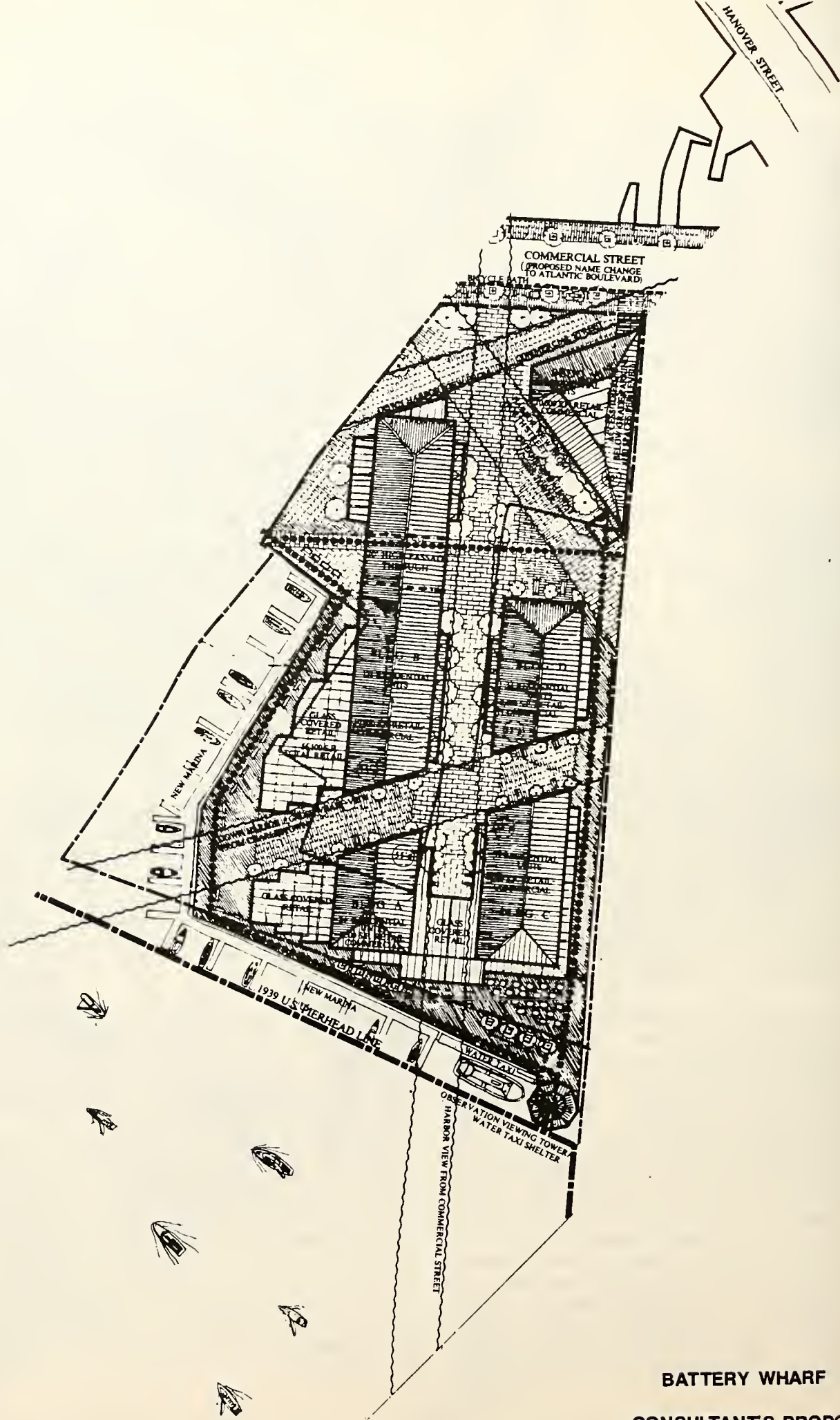
It is commonly known that the owners of Battery Wharf are willing and anxious to sell their wharf for a large sum of money. This means, that sooner or later, development will take place on Battery Wharf (just as in the case with the end of Lincoln Wharf, Battery Wharf also plays an important role in views and connections to Boston Harbor). Its location acts as a hinge point or 'node' where Commercial Street-Atlantic Avenue, coming southbound from the intersection of Causeway Street-North Washington Street and the Charlestown Bridge, aims directly at a spectacular down harbor view of Boston Harbor; and coming northbound, Battery Wharf can allow the public its first view of the U.S. Coast Guard Station at Constitution Wharf, as well as a cross harbor view towards the Mystic Channel. Furthermore, by the careful placement of buildings, on Battery Wharf, magnificent down harbor views can be seen from the outboard edge of the proposed expanded North End Park and Playground. Battery Wharf, therefore, lies at the confluence of a number of potentially significant views and connection corridors, and its development should be sensitive to that fact.

Ideas-Recommendations

Significant amounts of development can take place on Battery Wharf, in the context of preserving these strategically located views and connection corridors, keeping in mind the scale of the North End buildings across Commercial Street, as well as the scale of the adjacent buildings of the U.S. Coast Guard Base on Constitution Wharf. The proposal we are depicting in this section of the report shows a development of 303,000 s.f. gross which represents a Floor Area Ratio of two (FAR 2), and building heights which could vary with the maximum height being seventy-nine (79') feet, while maintaining these important view corridors and connections of the North End to Boston Proper.

It would be important to encourage a mixed-use development for this large strategically located wharf with more emphasis placed on housing and less on office or commercial. A portion of the ground floor should be devoted to maintaining a lobster business, one of the few water-oriented uses left along the Atlantic Avenue-Commercial Street waterfront. The remaining should be devoted to at least fifty percent (50%) active, publicly used retail. A hotel-marine inn facility would be appropriate, as would ship chandlery, and other water-dependent or waterfront-oriented businesses, thus maintaining a waterfront mixed-used character for this Battery Wharf site.

In contrast to Rowes Wharf, which is predominantly upper income in feeling, price, and character, and Sargent's Wharf, which I have recommended be oriented towards the moderate income in feeling, price, and character, I would like to see Battery Wharf oriented towards a middle income in feeling, price, and character. While upper income, moderate income, or middle income are somewhat difficult to describe in words, they can be consciously programmed, designed, and accomplished in development terms. If requirements for Battery Wharf's development include keeping a lobster business, providing housing that is, for example, 25% low-income, 25% moderate-income, 50% market-income, some rental, and some condominium cooperative, and the hotel-marine inn is mid-priced instead of luxury, the development tone is then established, and the building design and character falls into place. At the point where Battery Wharf meets the recently constructed U.S. Coast Guard maintenance building, I recommend that the beginning of an 'up in the air', overhead walkway would continue across the U.S. Coast Guard Base, on Constitution Wharf, and come down to the ground, at the North end Playground, as part of the HARBORPARK continuous walkway system.



BATTERY WHARF
CONSULTANT'S PROPOSAL

BATTERY WHARF
CONSULTANT'S PROPOSAL

SITE AREA: 226,000 S.F. Gross (87,000 S.F. land area and 111,000 S.F. water area from granite bulkhead to 1880 U.S. Pierhead Line and 28,000 S.F. water area from 1880 U.S. Pierhead Line to 1939 U.S. Pierhead Line).

CONSULTANT'S PROPOSED CONTROLS:

F.A.R. 2(28,000 S.F. water area from 1880 U.S. Pierhead Line to 1939 is not to be used in F.A.R. calculations).

Open Space Requirements: 50% of site area

Setbacks: 15 feet from water edges (proposed revision to 35' IPOD requirements).

Height: 75' (to peak of roof) (proposed revision to IPOD requirement of 55' height limit for all structures within 100 feet of water's edge).

Land Use: Retail/Commercial use required on ground floor. Minimum of 50% retail required at ground floor with balance being commercial.

Parking: Below surface parking to serve on-site and some off-site uses are required.

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development: $198,000 \times 2 = 396,000$ S.F. Gross Site Area 198,000 S.F. - 50% open space = 99,000 S.F. building coverage allowed.

Building A 70' x 90' = 6,300 S.F.
 Building B 70' x 320' = 19,500 S.F. * (less passage through)
 Building C 70' x 140' = 9,800 S.F.
 Building D 70' x 120' = 8,400 S.F.
 Building E (see plan) = 10,000 S.F.
 Glass Covered
 Retail (see plan) = 26,000 S.F.
 80,000 S.F. (40% building coverage/60% open space)

Retail/Commercial Use Requirement: 100% of ground floor = 80,000 S.F. required minimum.

Parking Spaces Available: 180 spaces per level available below grade.

AREA DISTRIBUTION

	<u>Retail-Commercial</u> <u>(as required)</u>	<u>Housing</u> <u>(one and two br. apts)</u>	<u>Units</u>
<u>Building A</u>			
Ground:	6,300 S.F.	-	-
Second:	-	6,300 S.F.	5
Third:	-	6,300 S.F.	5
Fourth:	-	6,300 S.F.	5
Fifth:	-	6,300 S.F.	5
Sixth:	-	4,000 S.F.	4
Sub-totals:	6,300 S.F.	29,200 S.F.	24 units
<u>Building B</u>			
Ground:	19,500 S.F.	-	-
Second:	-	19,500 S.F.	18
Third:	-	22,400 S.F.	20
Fourth:	-	22,400 S.F.	20
Fifth:	-	22,400 S.F.	20
Sixth:	-	22,400 S.F.	20
Seventh:	-	22,400 S.F.	20
Eighth:	-	14,000 S.F.	13
Sub-totals:	19,500 S.F.	145,300 S.F.	131 units

AREA DISTRIBUTION

<u>Building C</u>			
Ground:	9,800 S.F.	-	-
Second:	-	9,800 S.F.	8
Third:	-	9,800 S.F.	8
Fourth:	-	9,800 S.F.	8
Fifth:	-	9,800 S.F.	8
Sixth:	-	6,400 S.F.	5
Sub-totals:	9,800 S.F.	45,600 S.F.	37 units
<u>Building D</u>			
Ground:	8,400 S.F.	-	-
Second:	-	8,400 S.F.	7
Third:	-	8,400 S.F.	7
Fourth:	-	8,400 S.F.	7
Fifth:	-	8,400 S.F.	7
Sixth:	-	5,200 S.F.	5
Sub-totals:	8,400 S.F.	38,800 S.F.	33 units
<u>Building E</u>			
Ground:	10,000 S.F.	-	-
Second:	-	10,000 S.F.	9
Third:	-	10,000 S.F.	9
Fourth:	-	7,000 S.F.	6
Sub-totals:	10,000 S.F.	27,000 S.F.	24 units
<u>Glass Covered Retail</u>			
Ground:	26,000 S.F.	-	-
Second:	18,800 S.F.	-	-
Third:	10,300 S.F.	-	-
Sub-totals:	56,100 S.F.	-	-
Totals	110,100 S.F.	285,900 S.F.	249 units

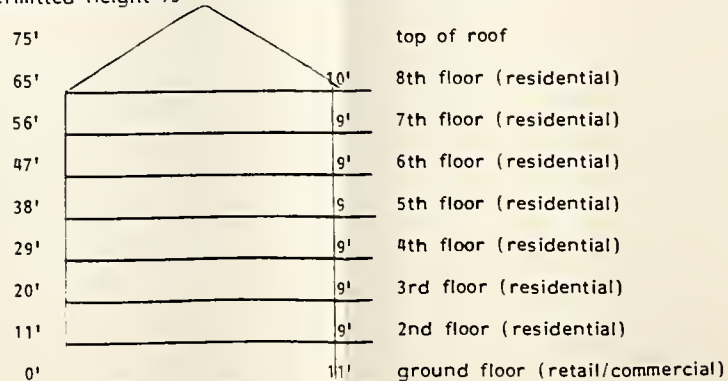
ANALYSIS OF BUILDING DEVELOPMENT IN RELATION TO PROPOSED BRA CONTROLS

Permitted Development	396,000 S.F. Gross	
Building A Sub-total	35,500 S.F. Gross	
Building B Sub-total	164,800 S.F. Gross	
Building C Sub-total	55,400 S.F. Gross	
Building D Sub-total	47,200 S.F. Gross	
Building E Sub-total	37,000 S.F. Gross	
Glass Covered Retail	56,100 S.F. Gross	
Total Development	396,000 S.F. Gross	(Maximum Allowed Development Area)
Retail/Commercial Total	110,100 S.F. Gross	
Residential	285,900 S.F. Gross	
	396,000 S.F. Gross	(Maximum Allowed Development Area)

Unit Count:	
Building A	24 Units
Building B	131 Units
Building C	37 Units
Building D	33 Units
Building E	24 Units
Total Housing Units	249 one and two bedroom units

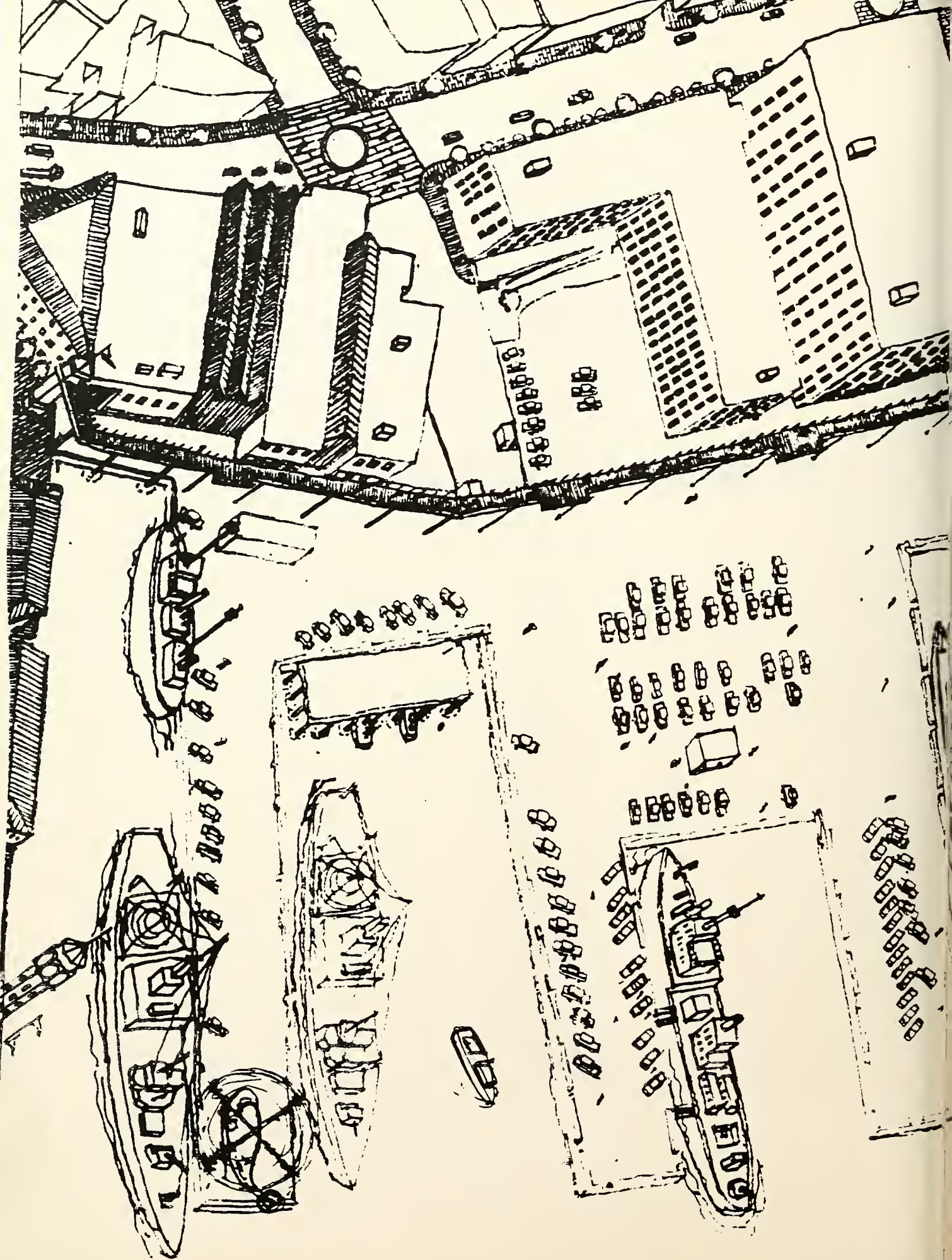
MAXIMUM DEVELOPMENT HEIGHT (Building B shown)

Permitted Height 75'



CONSTITUTION WHARF

UNITED STATES COAST GUARD BASE



Constitution Wharf - United States Coast Guard Base

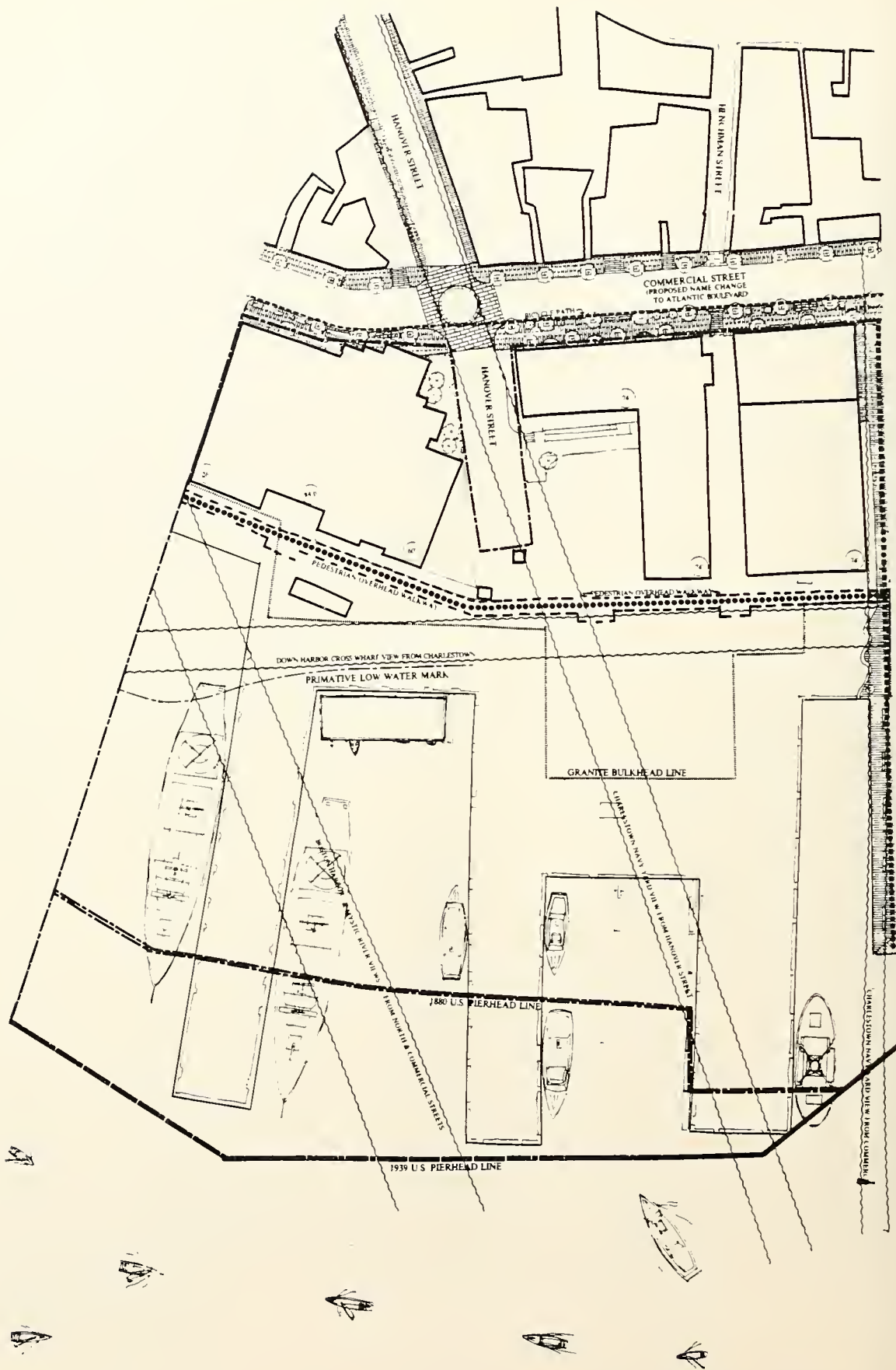
Commentary

The Constitution Wharf - U.S. Coast Guard Base has the most active, important, and interesting waterfront-dependent uses along the Downtown-North End Waterfront. Tragically, it is nearly impossible to perceive this exciting Base and its waterfront-dependent use from the land based side, Commercial Street-Atlantic Avenue of Boston. Coming northbound along Commercial Street-Atlantic Avenue, the wooden sheds on Battery Wharf, while only about twenty (20') feet high, completely block any view of the Coast Guard ships docked at their piers. Coming southbound along Commercial Street-Atlantic Avenue, the Coast Guard's massive brick warehouse type building also prevents seeing much, of any view, of this base. In fact the only fleeting view one really gets of the Base, from the Downtown-North End Waterfront, is at the foot of Hanover Street and Commercial Street-Atlantic Avenue, which is the primary entrance to the Base.

Even after finding the entrance, it is not possible for the general public to walk on the Base proper, and see the ships or interesting repairs and other activity that takes place there on a daily basis. The lack of public access is understandable, because this installation is a working Base, and a certain degree of security is necessary. On the other hand, it is a lost opportunity for Bostonians, and other visitors, to see and appreciate the important functions the U.S. Coast Guard plays in protecting the U.S.'s navigatable waters, and performing heroic rescue operations along the Atlantic coast. In addition, the massive ice breaker ships that travel to the North Pole on their numerous missions are berthed at this Boston Base.

Ideas-Recommendations

Recognizing the frequently expressed desire of the U.S. Coast Guard for the general public to see and to appreciate their Boston Base operation, yet understanding their need for security, and for the necessity of this functioning as an active work Base, I recommend the construction of an 'up in the air' overhead walkway. The overhead walkway would begin at the north edge of Battery Wharf, and the southeast corner of the Coast Guard's recently constructed maintenance buildings, and would be reached by an elevator stair tower, similar to those described at Commercial and Lewis Wharves. This 'up in the air' overhead walkway would travel across Constitution Wharf - Coast Guard Base running parallel to Commercial Street-Atlantic Avenue, and behind the east side of the Coast Guard Buildings, ending at the newly redeveloped and expanded North End Playground Park, where another similar elevator stair tower would bring the public to the ground. It would also tie into the pedestrian walkway the Coast Guard is constructing between the Base and the existing North End Bath House. This newly proposed vital link will add a very special public interest, educational, and visual dimension to the HARBORPARK continuous walkway network.

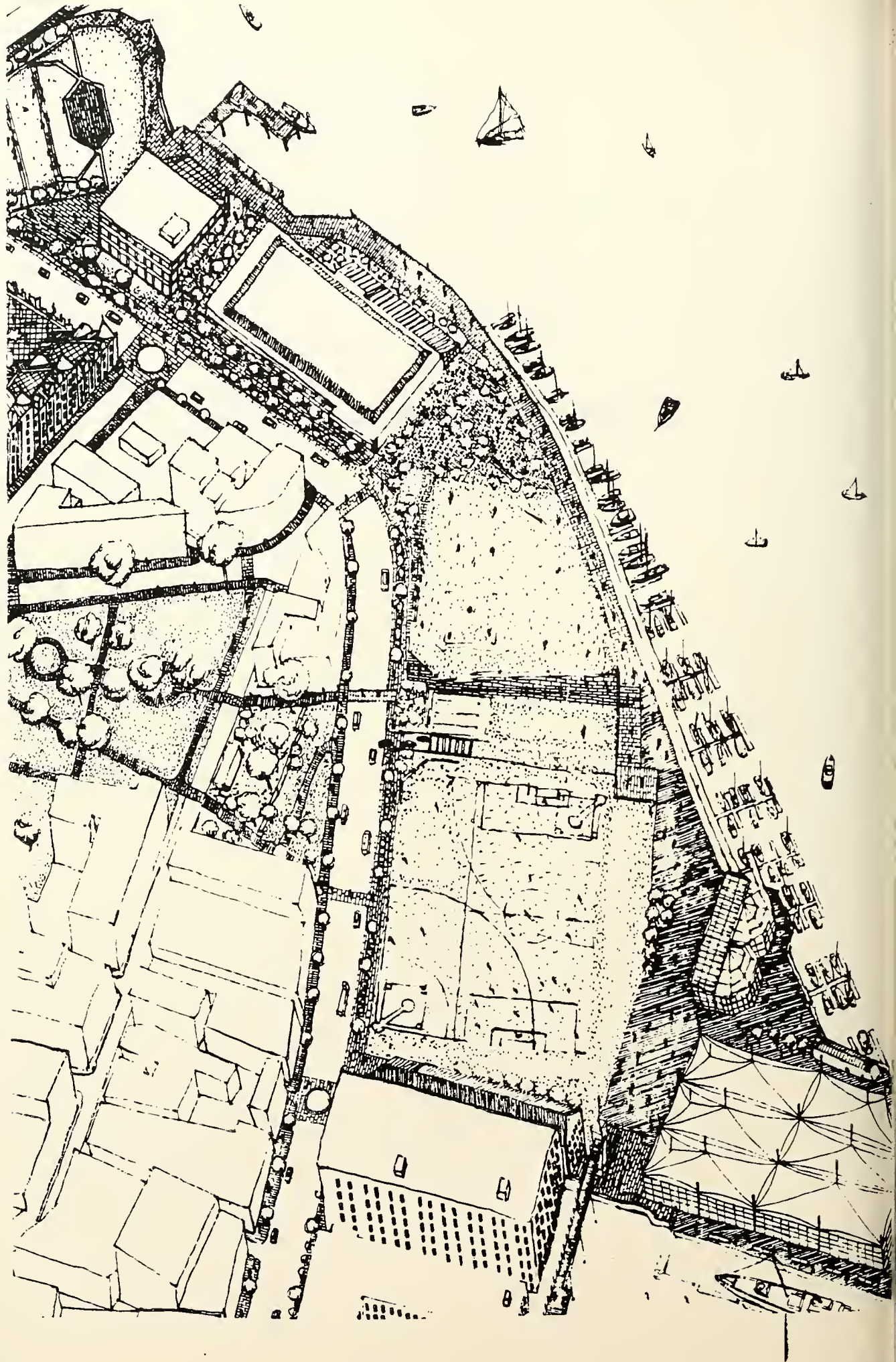


CONSTITUTION WHARF

U.S. COAST GUARD BAS

CONSULTANT'S PROPOS

NORTH END PLAYGROUND



North End Playground

Commentary

The North End Playground deserves some special attention as it is the only major recreational resource for this densely populated residential community. Currently there is a playground/baseball field, a softball field, a small basketball court, bocce courts, and a large swimming pool for the older kids and adults, and a wading pool for the younger children. In addition, there is a bath house building containing men's and women's lockers, changing facilities, and showers.

While the Parks and Recreation Department of the City of Boston tries to maintain this facility, it appears they are not really equipped to do the job. It is also clear that both the large pool and the wading pool, as well as the bath house buildings, are in need of either extensive repairs or replacement - the playground/baseball field, adjacent to the bath house, is also in need of extensive repair.

It seems to me that what is really needed here is a complete redevelopment of this playground facility, as well as substantial expansion of its recreation program and facilities, with the ability for year-round usage, rather than its current use of four-six months. Furthermore, one of the real problems facing North End residents is the problem of parking. The existing playground/baseball field and swimming pool area just north of the bath house is five hundred (500') feet long by three hundred (300') feet wide approximately one hundred and fifty thousand square (150,000 s.f.) for 3.5 acres, (conceivably one level of underground parking could accommodate four hundred and fifty cars (450)). This underground parking could be constructed by the City of Boston, through the Real Property Department, or through the Public Facilities, for example, and with Revenue Bond Financing, thus making off-street parking available to North Enders at a reasonable cost.

Ideas-Recommendations

1. I recommend that the existing playground-baseball field, the swimming pool and wading pool, the basketball court and the bocce courts be replaced with a newly rebuilt combination baseball-soccer-football field.
2. I recommend that a new enclosed major Sports and Recreation Pavilion facility be built out into the water, where the old pier use to exist. This new facility could include indoor tennis, basketball, a health and fitness gym and a swimming pool for the older children and adults, with a separate wading pool for the younger children located in an adjacent structure. Other sports and recreational functions could be determined by a survey of community needs and desires.
3. I recommend that the bath house building be demolished and by utilizing its present site, plus making use of an additional forty (40') feet of adjacent underutilized land, that a new mixed-income residential building be built with the ground floor used for community facilities and public use retail. The basement of this new housing building could continue to be used for changing facilities and showers, and be connected to the Recreation and Sports Pavilion. A basement space could also be made

available to the Veterans' Association, which currently occupies space in the basement of this building. I recommend that a separate glass enclosed pavilion be built, primarily oriented towards children, with a carousel, wading pool and other facilities to delight the fancy of children. In addition, I recommend that a marina facility be built along the edge of this North End playground to be utilized for smaller boats and rental boats only.

4. Finally, I recommend that consideration be given to the construction of underground parking under the redeveloped existing playground/baseball field, which could accommodate approximately four hundred fifty cars (450) per level. This underground parking might be constructed by the Real Property Department or the Public Facilities Department of the City of Boston, or by a non-profit entity, and that rates might be charged on the basis of income, not unlike subsidized housing. Providing underground parking with access to Commercial Street-Atlantic Avenue could begin to remove the need for street parking on some of the North End's narrow and most congested streets.

MDC PARK

HOFFMAN BUILDING

MDC Park-Ice Skating Facility-Tennis Court - GSA Leased Office Building and Parking Lot

The Metropolitan District Commission built a first-rate ice skating facility next to the North End playground, unfortunately this facility constantly falls prey to vandalism. Part of the reason I suspect for this vandalism, lies in the fact that this ice rink facility is only open during the winter months of the year. Because of this lack of year-round usage, and the further fact that there is no other active day or night time use immediately adjacent, this facility appears to be abandoned and abandoned-appearing facilities lie prey to vandalism.

Ideas-Recommendations

- 1) I recommend that this MDC ice skating facility be rehabilitated and adapted to year-round usage that could accommodate such additional indoor sports as racketball, volleyball and basketball, plus a health/fitness program. Secondly, I would recommend that on the water facing side of this existing ice skating facility that an addition be built for leased retail usage, such as a family style Italian restaurant, which could operate seven days and nights adding some public activity and surveillance to an area that clearly needs it.
- 2) Furthermore, I would recommend that the MDC acquire the adjacent building, leased by the GSA for the Food and Drug Administration and convert it into a mix of public/private/community uses so that this building no longer acts as a physical barrier to the continuity of public park and recreational use along this section of the Downtown North End Waterfront. This building might also be expanded on the ground floor by adding a glass enclosed addition on its rear east facing water side, thus bringing life, activity and surveillance to this important edge of the HARBORPARK continuous walkway network.
- 3) The parking lot adjacent to this GSA leased building and the adjacent MDC tennis courts are at the focal point ('node'), where North Washington Street, Causeway Street, Commercial Street-Atlantic Avenue and the Charlestown Bridge intersect, and where there is a spectacular view of the Frigate USS Constitution, berthed across Boston Harbor at the Charlestown Navy Yard. This strategic location is also where the Charles River meets Boston Harbor. For all these reasons I recommend that the parking lot and tennis courts be redeveloped into a special mini water-front park-amphitheater, facing Boston Harbor.

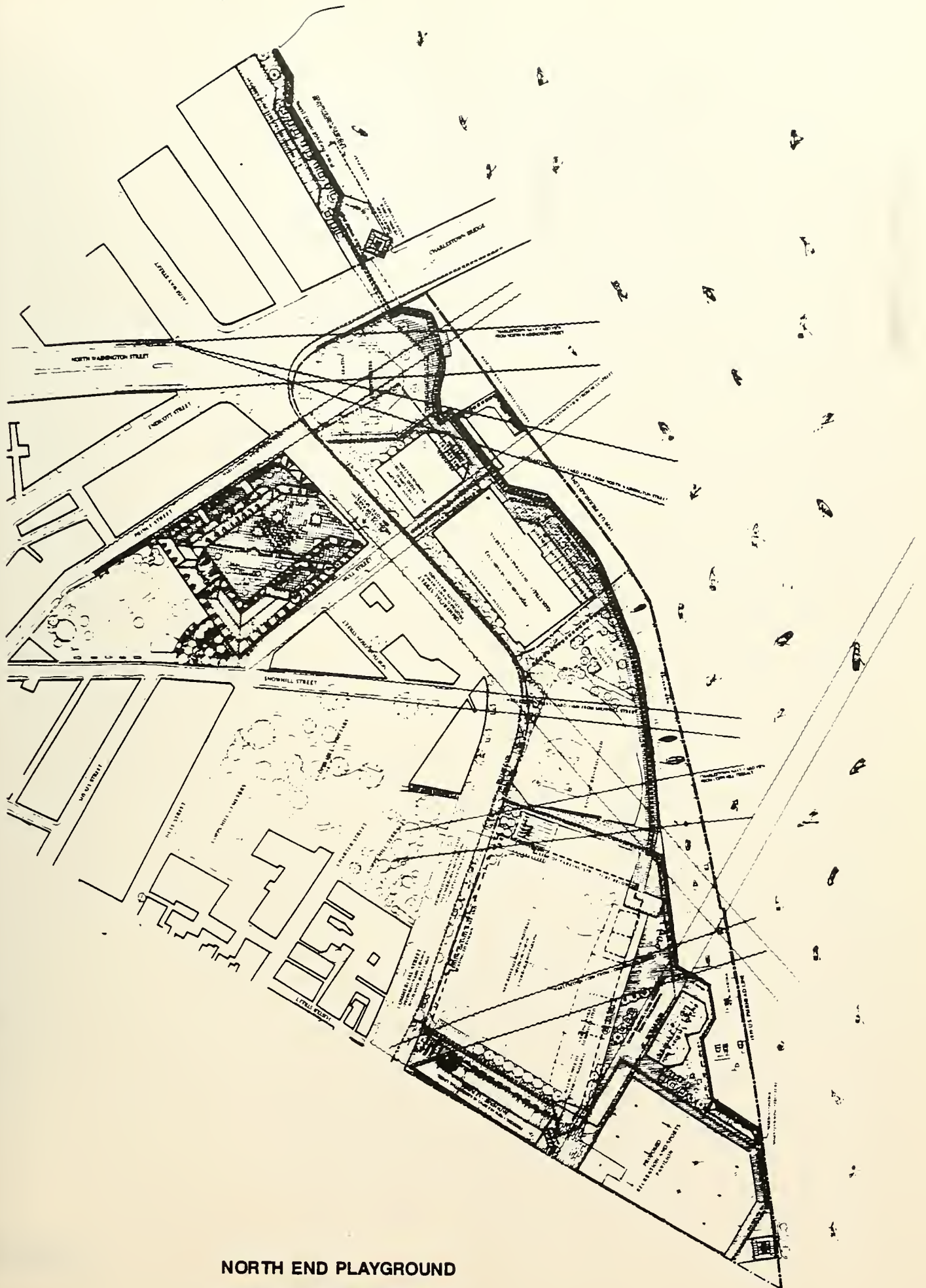
Hoffman Building-Charlestown Bridge-Charles River Basin

In the MDC's thoughtful and comprehensive plan for the Charles River Basin extension (behind the Massachusetts Rehabilitation Hospital, the Massachusetts General Hospital and the tracks of the Boston and Maine behind North Station) there is a land gap that would link the Charles River Basin, at the MDC Dam and Harbor Police Facility, with the Downtown-North End Waterfront and Boston Harbor. This linkage opportunity should not be missed. I have noticed in the past, at least, that collaborative, cooperative planning and urban design efforts, between state agencies, the MDC, and the city has not

frequently occurred, and I am hoping that that situation is a thing of the past, and that now the various overlapping jurisdictions can do planning, urban design, and sometimes even development together for the public benefit of the citizenry, who after all, they are supposed to serve.

Ideas-Recommendations

- 1) I recommend that the land-water area on the north side of the Hoffman Building be acquired by the MDC and that it be integrated into a new open space-landscape treatment, extending from the edge at the end of the MDC Harbor Metropolitan Marine Policy Basin, under the Charlestown Bridge to tie into a newly reconstructed MDC open space-amphitheater-park, where there are currently located two MDC tennis courts. (See previous section with its discussion and accompanying drawing and sketch.)
- 2) Furthermore, I recommend that along a major portion of the northern ground floor face of the Hoffman Building that a glass enclosed addition be built to house retail and restaurant use in order to bring life, activity, and surveillance to what would still be a shadowed darkened edge.
- 3) I would further recommend that another Boston Harbor Observation Tower along with a water taxi terminal be built on this newly acquired site behind the Hoffman Building. This Observation Tower would act to mark the entrance from the Charles River Basin to Boston Harbor as well as mark the Charlestown Bridge crossing into Charlestown. It would be a very appropriate symbol, being the last of the Boston Harbor Observation Towers-Ferry Terminals, along the Downtown-North End Waterfront, which began at the mouth of the Fort Point Channel and the Northern Avenue Bridge, and ended at the mouth of the Charles River and the Charlestown Bridge.
- 4) As a separate recommendation and outside of my strict scope of study area, I would like to see both the Hoffman Building and the former Stop and shop Baker Building be re-developed for mixed use, particularly housing, with a significant percentage of it being Affordable Housing, rather than be changed to all commercial-office, as seems to be the case. This strategic anchor corner is a significant transition zone, between the North, across North Washington Street and Charlestown, across the Charlestown Bridge, both significant residential districts. Why not have these two important transition zone buildings contain both office and residential use, or even all residential use with the ground floors being public active retail, in order to liven up this very important, but rather uninteresting and uninviting corner. The alley way, lower level space, between these two buildings could also be creatively treated contributing to each building's marketability as well as to the sidewalk life and activity as the pedestrian crosses the Bridge to Charlestown.



**NORTH END PLAYGROUND
CONSULTANT'S PROPOSAL**

SPECIAL AREAS OF CONSIDERATION

Special Areas of Consideration

The following Special Areas of Consideration are placed in this category because they are important issues, but not directly related to a specific wharf, or because while they impact on the Downtown-North End Waterfront, they are either along its edge or immediately adjacent, and need to be looked at in a larger context.

North End Parking Garage: Commercial-Prince Hull Streets

Commentary

At nearly the gateway entrance to the North End, approximately one hundred and fifty feet (150') from the junction of North Washington Street-Causeway Street and the Charlestown Bridge, is an approximate seventy thousand square foot (70,000 S.F.) parcel on which there is situated a three-story, ugly, inefficient parking garage. This site should be redeveloped into underground and under-level parking for this parking starved North End-North Station location as well as redeveloped for substantial additional housing, a portion of which should be affordable.

Ideas-Recommendations

I recommend that this approximately seventy thousand square feet (70,000 S.F.) parcel containing a three-story, inefficient parking garage be redeveloped, and that the current owner be encouraged to consider that possibility. (A couple of years ago, I had discussions with the parcel's owner regarding the potential of redeveloping his site, but he was not ready to proceed with such a program. The timing, conceivably, may be better now.) Clearly the need for parking and for additional housing, Affordable Housing for the North End is apparent with the demand far exceeding the available supply, and few sites as large and as underutilized as this one, where such development would be both proper and feasible. This parking garage has spaces for approximately six hundred and eighty (680) cars on three levels plus the roof. The floor to floor heights vary from approximately fifteen feet (15') from the ground to second floor, fourteen (14') and thirteen feet (13') from the third floor to the roof. Approximately one third of the cars (225 cars) are on the roof, not a very attractive view for the residents in the adjacent Copps Hill sub neighborhood of the North End. Furthermore, the garage is inefficient because of its uneconomical structural column bay spacing. If you deduct the 225 rooftop parking spaces from the approximate 680 total spaces, it leaves a net of 455 spaces - taking 455 spaces and dividing into the three enclosed parking levels, at approximately 70,000 S.F. per floor, ($70,000 \times 3 = 210,000$ S.F.), dividing this 210,000 by 455 cars gives efficiency ratio of 460 S.F. per car space, which is 100 S.F. to 150 S.F. more than today's efficient enclosed parking structures.

Our Consultant's Proposal shows one alternative where we can get approximately 850 parking spaces that are not seen from the street, and with no parking on the roof. In addition, we show one hundred and thirty-five (135 units) of housing, which from a height, scale, and massing viewpoint is compatible with the North End. This alternative, therefore, provides an improved visual image in approaching the Downtown-North End-Waterfront from either the south or north directions, provides additional parking of approximately

170 spaces over the current approximately 680 spaces for a total of 850 parking spaces, and at the same time, provides one hundred and thirty-five units (135 units) of additional needed housing for the North End.

Commercial Street - Atlantic Avenue

Commentary

It is very confusing to most people (Bostonians and non-Bostonians) where Atlantic Avenue ends and Commercial Street begins. This continuous roadway along the Downtown-North End Waterfront and the Boston Peninsula should firstly, have one name, not two, and secondly, should have a continuous visually connected landscape-pavement-lighting treatment and appearance. Currently coming northbound on Atlantic Avenue from the direction of South Station, the name Atlantic Avenue disappears and mysteriously changes its name to Commercial Street at the intersection of Lewis Wharf and Fleet Street. Currently coming in the opposite direction, southbound on Commercial Street from the direction of North Station or more specifically from the intersection of Causeway Street-North Washington Street and the Charlestown Bridge (actually named the North Washington Street Bridge), the name Commercial Street abruptly changes to Atlantic Avenue, where Commercial Street intersects with Fleet Street and then turns in a southwest direction heading towards the Faneuil Hall Marketplace; it abruptly and ignominiously ends at the Under Artery roadway of the Central Artery.

This Commercial Street-Atlantic Avenue roadway is the only continuous roadway along the Downtown-North End Waterfront edge of Boston Harbor and clearly demands and deserves a continuous, visually connected new landscape-pavement-lighting treatment in keeping with this roadway's importance. One can conjure up visions of important waterfront boulevards in numerous European cities. In addition, the roadway pavement width of Commercial Street-Atlantic Avenue varies from forty-four feet (44') to as wide as eighty feet (80') and could and should have a consistent width along its whole corridor path, except where there are special situations such as the narrow section at the Northern Avenue Bridge and the approach ramp to the Central Artery.

Ideas-Recommendations

- 1) Commercial Street-Atlantic Avenue should be renamed ATLANTIC BOULEVARD and the name Commercial Street should only be from the intersection of Fleet Street and Lewis Wharf as it heads in a southwest direction towards the Faneuil Hall Marketplace, ending at Cross Street. The name Commercial Street Promenade should be given to the newly created brick and granite paved, landscaped pedestrian street between the eastern end of Faneuil Hall Marketplace and the beginning of Marketplace Center, from Clinton Street to State Street, part of which was formerly the Commercial Street roadway.
- 2) What I now call ATLANTIC BOULEVARD varies along its route from the Charlestown Bridge to the Northern Avenue Bridge as follows: fifty-three feet (53') in front of Polcari's Restaurant, fifty-eight feet (58') between the North End Playground and Copps Hill Terrace, sixty feet (60') in front of Lewis and Union Wharves, forty-four feet (44') from Commercial Wharf to the 'Walk to the Sea', and eighty feet (80') from the 'Walk to

the Sea' to Rowes Wharf, where it narrows as it approaches the Northern Avenue Bridge to forty-two feet six inches (42'6"). I recommend that the width of newly named ATLANTIC BOULEVARD be forth-four feet (44') which would mean two eleven foot (11') moving lanes in each direction with a few widened areas for drop off, but no parking. I further recommend that this newly captured pavement surface, that once was a poor and confusing varying width roadway, be added to the waterside of ATLANTIC BOULEVARD. I also recommend that a portion of this added pavement surface, from the U.S. Coast Guard Base, south all the way to the Northern Avenue Bridge, be made into a Bike Path. Going northerly direction from U.S. Coast Guard Base, the Bike Path would head along the newly reconfigured and reconstructed North End Playground, then under the Charlestown Bridge, and connecting beyond with the Charles River Basin Bike Path Network. The remainder of this newly captured pavement surface should be devoted to pedestrians. Along the entire length of new ATLANTIC BOULEVARD should be planted magnificent perennial and annual flower beds, specimen trees and flowering shrubs; at particular locations, for example at the water slip between Commercial and Lewis Wharves, comfortable, well lighted, seating areas should be created for the relaxation and enjoyment of Boulevard strollers.

By capturing what was poorly utilized as well as confusing street pavement, former Atlantic Avenue-Commercial Street can now be transformed into spectacular ATLANTIC BOULEVARD, a truly beautiful waterfront urban Boulevard to vie with the best known and loved Boulevards in this country and in Europe. A Boulevard, tree lined on both sides with trees judiciously spaced so as not to block views of the Harbor, and designed to safely drive along as well as safe for pedestrians to stroll along. A Boulevard which reflects Boston as the capital city of the Commonwealth, as an internationally known and loved American city, and as the crowning symbol for HARBORPARK; a waterfront Boulevard that brings an immediate sense of pride, beauty, and enjoyment to Boston and its hundreds of visitors.

Central Artery Corridor Northern Avenue Bridge to Faneuil Hall Markets - Commercial Street

Commentary

The last Special Area of consideration is one that we inadequately dealt within the original Downtown Waterfront-Faneuil Hall Urban Renewal Plan of 1964. When this 1964 Waterfront Plan was being promulgated, the overhead Central Artery or the 'Green Monster', as it's unaffectionately called by many Bostonians, along with the surface Under Artery Roadway was a more formidable physical and psychological barrier than it might appear today. There were two major reasons why the Central Artery was then more of a barrier than it appears today, even though it is still a visual and pedestrian barrier.

First, several ramps with their solid concrete approach abutments, i.e., State Street-Up ramp, the Clinton Street-Down Ramp, and the North Street-Up Ramp, made it impossible to pass under or see through to the waterside of the Downtown-North End Waterfront. After a great deal of effort and cooperation, these ramps were ultimately removed. Second, there was no significant development on the waterside of the Central Artery as well as the fact that

there was also no development in the adjacent Downtown Financial District, while the Faneuil Market District was choked with the trucks serving the wholesale meat and produce industry that was still inefficiently in operation there. Therefore, the barrier effect of the Central Artery was very real, and was perceived as a real impediment to development as well as being detrimental to connecting the 'City to the Sea'.

Today much of that barrier effect has been diminished, but the overhead Central Artery and the still darkened and noisy surface Under Artery Roadway beneath, certainly cannot be classified as an inviting entrance from the 'City to the Sea', or vice versa. A comment worthy of making here, and frequently forgotten by the political, development and public community, is that good creative planning-urban design begets economic progress, and if thoughtfully and competently administered, begets a quality, enriching environment.

While it appears promising that a major change to the Central Artery corridor will take place, i.e., depressing and widening the Central Artery, even the most optimistic of spokespersons believes this is a minimum of eight to ten years away. In the interim, I would like to recommend some modest improvements, both to the underside of 'ceiling' of the Central Artery as well as to the surface sidewalk and roadway area beneath, at key pedestrian crossing points. These recommended improvements may also help to offset some critics of the depressed Central Artery, who believe that depressing the Central Artery is only an aesthetic solution anyway, when in fact, its major benefit is an increased safe traffic corridor capable of handling vehicular traffic, today and into the long-term future.

Ideas-Recommendations

At key pedestrian points from the Downtown to the Waterfront and vice versa which would include the following: the junction of High and Broad Streets, the junction of Franklin and India Streets, the junction of Milk and Central Streets, State Street, South Market Street and the 'Walk to the Sea', and North Market-Clinton-Commercial Streets, I recommend both overhead improvements to the 'ceiling' of the Central Artery and to the sidewalk and street pavement surface of the Under Artery Roadway beneath.

For the 'ceiling' of the Central Artery, I recommend a polished aluminum slatted ceiling with acoustic material behind, and with recessed lighting, that washes the pedestrian crossing surface below; in addition, I would like to see some imaginatively designed colored neon lighting to add visual interest and delight, thus dramatically changing this dark cavern into an inviting, bright, and visually attractive transition space, whether coming from the 'City to the Sea' or from the 'City to the Sea'.

For the sidewalk and roadway surface area beneath the Central Artery, at these same pedestrian crossing points, I recommend a combination brick and granite slab pavement treatment that is easy to traverse by the wheelchair handicapped, by elderly persons, and by mothers and fathers pushing baby carriages and strollers. I also recommend, at particular points on the median strip along the Under Artery Roadway, that some planters be introduced with attractive shrubbery and flowers. Plantings will have to be chosen that will survive, but by providing some special 'grow lighting' plants and flowers can

be made to grow in this hostile environment. Further, I would suggest that at the Franklin and India Streets crossing and at the Commercial and North Market Streets crossing, that public toilets be constructed. They could be maintained by a concierge, who could be on duty from, say, 10:00 A.M. to 10:00 P.M., and there would be a minimum service charge for their use; as an alternative, attractive stainless steel toilet kiosks that are in numerous public parks and street locations in a number of European cities, could be purchased and used for this same purpose. Finally, a few kiosks containing information about cultural, entertainment, and community events might be located at each of these pedestrian crossing points.

While none of these recommended actions and modest improvements will completely eliminate the negative impact and barrier effect of the overhead Central Artery and the Under Artery Roadway beneath, they will certainly contribute to making this environment more hospitable, and in so doing encourage many more pedestrian trips between the Downtown and the Waterfront. Isn't this an important and meaningful objective; and isn't this a reasonable temporary solution during the eight to ten year period until the overhead Central Artery is put into its future underground tunnel configuration?

The Abbey Group-Epstein Parcel-Commercial-Clark Streets

Commentary

This is another strategically located development site along the Downtown-North End Waterfront and even though it's on the west side of Commercial Street-Atlantic Avenue, its importance as a North End connection to Boston Harbor should not be overlooked. The northeast edge of this site fronts on Clark Street and this edge is very important for both a view and connection to Boston Harbor. Clark Street begins at Hanover Street; directly across Hanover Street is famous Paul Revere Mall at the head of which is the Old North Church; on the northeast corner of Clark and Hanover Streets is historic Saint Stephen's Roman Catholic Church, which was completely restored by the late Cardinal Cushing.

Ideas-Recommendations

- 1) Because the protection of this Clark Street view corridor connection of the North End with Boston Harbor is extremely important, I recommend that the Abbey Group be required to provide set back from the Clark Street edge of their parcel. This surveyed sight line should be established from the faces of the existing buildings, beginning at Hanover Street and ending at Commercial Street-Atlantic Avenue. This Clark Street sight line should become the boundary edge for permitted development above the ground.
- 2) The Abbey Group should be encouraged to purchase the two low rise adjacent Commercial Street properties south of their parcel or failing this, to lease the air rights above them so that a cohesive development can be accomplished on this significant site. Combining these three parcels into one development parcel would make a significant visual improvement to this Commercial Street-Atlantic Avenue waterfront face of the North End, while at the same time adding a significant amount of floor area potential to the Abbey Group's proposed development.

Former Sunoco Station-Flower Shop Parcel at the apex of Atlantic Avenue-Commercial Street

Commentary

In a first look at this small corner site it would not appear to have much strategic importance in terms of planning, urban design, and connections to Boston Harbor. But upon a more careful examination, it becomes very clear that the vacant building at the apex of Atlantic Avenue and Commercial Street should be removed, either through acquisition by the BRA or through agreement with the current owner, so that an unimpeded view from Faneuil Markets to the Boston Waterfront and Boston Harbor can be re-established. Not only is this a wonderful view from the Markets to the Waterfront, but equally spectacular looking back towards the downtown from Sargent's Wharf and from the intersection of Atlantic Avenue-Commercial Street and Fleet Street.

Ideas-Recommendations

- 1) Acquisition of this parcel by the BRA or agreement by the owner to demolish the corner building, and in its place create a new mini urban park, rehabilitating the other small building adjacent to the Prince Building into a North End Type Express Bar-Gelateria. As part of this mini-park, I would like to see two areas devoted to a large size pavement chess board, and another one devoted to a large size checkerboard. This new mini-park could also have a few permanent chess and checker tables for the enjoyment of players and spectators alike. There is an example of just such a mini-park along the waterfront in Berne, Switzerland.

Franklin Street

Commentary

Franklin Street is probably the most important connector street from the retail Downtown to the Downtown Waterfront. Franklin Street serves as a continuation of Bromfield Street, which runs from Tremont Street to Washington Street. At the corner of Washington and Franklin Streets, where an important front entrance to Filene's department store is located, a new Red Line subway entrance/exit is being constructed; continuing down Franklin Street one passes through Post Office Square, which will soon be enlarged when the existing above ground parking garage is replaced by parking underneath; Franklin Street continues its path to the Waterfront only to be severely constricted at the east side of the junction of Franklin and Broad Streets, where Franklin Streets is diminished in width to only twenty-nine feet and six inches (29'6").

Now that the development is taking place at the northeast corner of Franklin and Broad Streets, the opportunity exists for the BRA to insist on a building set back to match the Franklin Street face of the Batterymarch Building, making it possible for Franklin Street to have a continuous normal street width to its terminus at Atlantic Avenue-Commercial Street. In addition, upon passing behind the recently rehabilitated 88 Broad Street Building,

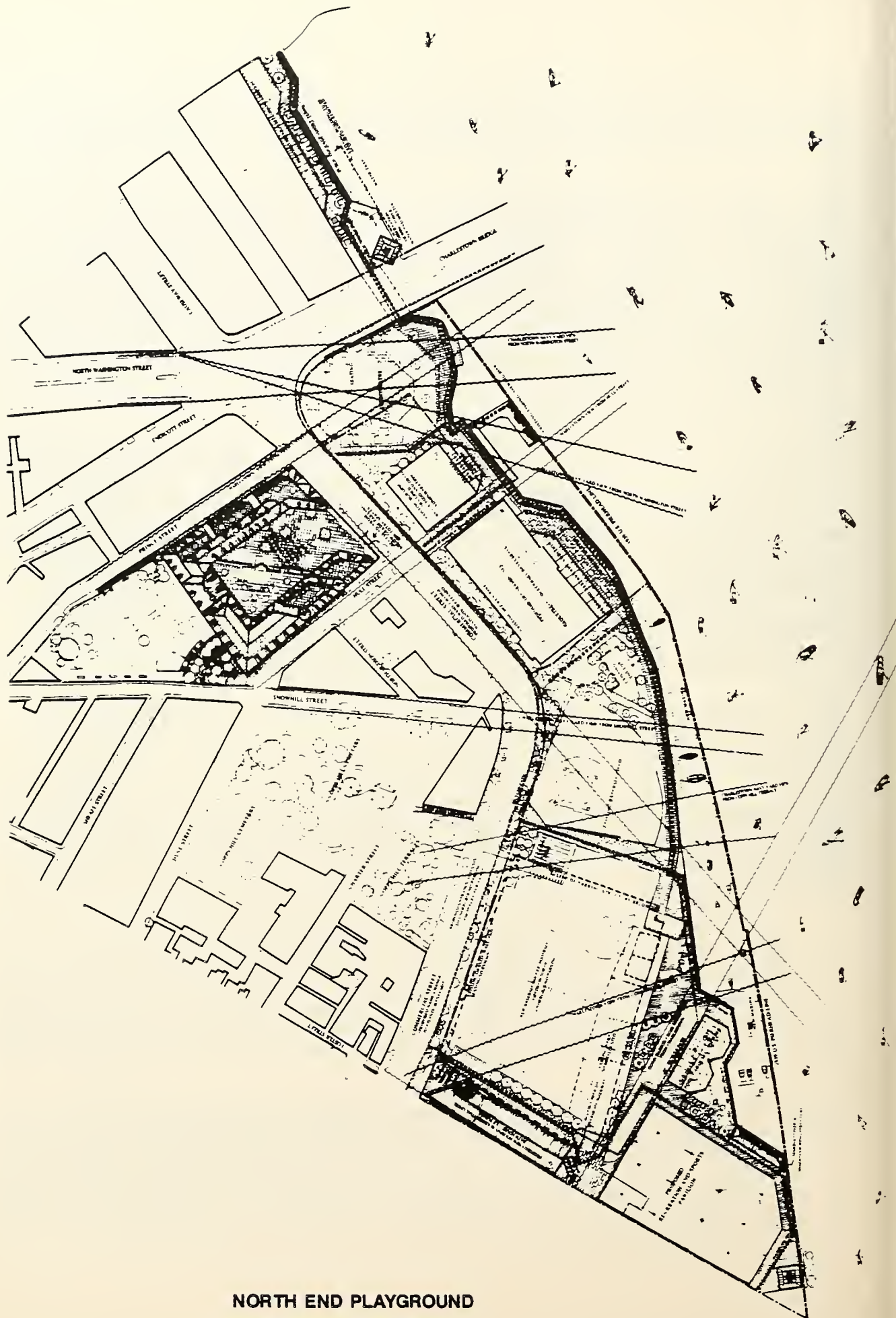
Franklin Street should slight change direction, turning perpendicular towards Atlantic Avenue-Commercial Street and lining up with reduced East India Row/Street at Harbor Towers on India Wharf.

This realigned and widened Franklin Street can be accomplished with the cooperation of the proposed Developer of the parcel between Franklin, Batterymarch, and Well Streets, and the acquisition by the BRA or the City of Boston of the parking lot between Franklin and India Streets and the Under Artery roadway. Not only would this widening and realignment of Franklin Street make visual and downtown connection sense to Boston Harbor, but it would also make significant traffic sense. Franklin Street could now become a useable radial corridor street, such as State, Milk and High Streets, and help improve the traffic flow through the Financial District.

Ideas-Recommendations

I recommend the acquisition by the BRA or the City of Boston of the parking lot between Franklin and India Streets and the Under Artery roadway, and the construction of a realigned and widened Franklin Street. The remainder of the land, plus the land captured from the removal of Franklin Street, should be used to create a new mini-park-open space in the crowded Financial District with great views of the old granite Grain Exchange Building and the new development about to take place on India-Batterymarch and Well Streets. The Jaymont Group, developers of one of these parcels and the proposed Developer of the adjacent parcel between Well and Broad Streets as well as the Owners of 88 and 102-112 Broad Street Buildings, should all be encouraged to participate in the development of this new mini-park-open space.

This recommended action by the BRA and the City for Franklin Street would accomplish two extremely important objectives: first, a clear and widened vehicular connection to the Under Artery roadway and Atlantic Avenue-Commercial Streets providing some traffic relief for the severely congested Financial District; second, a meaningful and clear pedestrian connection, direct from the Downtown Crossing-Washington Street Retail Corridor to the Downtown Waterfront and Boston Harbor. What could be more appropriate than re-establishing this historical vital link between Boston's retail downtown and its waterfront?



NORTH END PLAYGROUND
CONSULTANT'S PROPOSAL

NORTH END PARKING GARAGE
COMMERCIAL STREET - HULL STREET - PRINCE STREET
CONSULTANT'S PROPOSAL

SITE AREA: 70,000 S.F. Gross (approx.) land area

CONSULTANT'S PROPOSED CONTROLS:

F.A.R. 2.0
 Open Space Requirements: Not applicable, see implications of controls, open space provided.
 Setbacks: None
 Height: 55' to peak of roof (measured from mean grade at adjacent street).
 Land Use: Retail use required on ground floor facing Commercial Street.
 Parking: Below surface parking to serve on-site and some off-site use is required.

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development: $70,000 \times 2.0 = 140,000$ S.F. Gross
 Site Area 70,000 S.F. - 50% open space = 35,000 S.F. Gross Required.
 Open Space provided by Terraces at the following levels:

Third Floor: 6,300 S.F.
 Fourth Floor: 11,000 S.F.
 Fifth Floor: 4,000 S.F.
 Sixth Floor: 9,000 S.F.
 44,000 S.F. Total (63% open space, 37% non-useable building coverage)

Retail Use Requirement: 100% of Commercial Street face.
 Parking Spaces Available: 850 total spaces available on 6 levels. 3 levels below grade at Commercial Street, 3 levels above Commercial Street grade contained within building envelope.

AREA DISTRIBUTION

	<u>Parking</u>	<u>Parking Spaces</u>	<u>Retail</u>	<u>Housing</u>	<u>Units</u>
Minus level three	70,000	185			
Minus level two	70,000	185			
Minus level one	70,000	185			
Ground (@ Commercial St.)	52,000	128	13,000	5,000	8
Second	50,000	117	12,500	7,500	3
Third	24,000	50	-	11,000	10
Fourth	-	-	-	27,000	23
Fifth	-	-	-	24,000	21
Sixth	-	-	-	16,000	14
Seventh	-	-	-	16,000	14
Eighth	-	-	-	8,000	7
	336,000	850	25,500	114,500	100

ANALYSIS OF AREA DISTRIBUTION

Permitted Development 196,000 S.F. Gross

Parking Area 336,000 S.F. Gross

Retail Area 25,500 S.F. Gross

Residential Area 114,500 S.F. Gross

Total Development Area 476,000 S.F. Gross

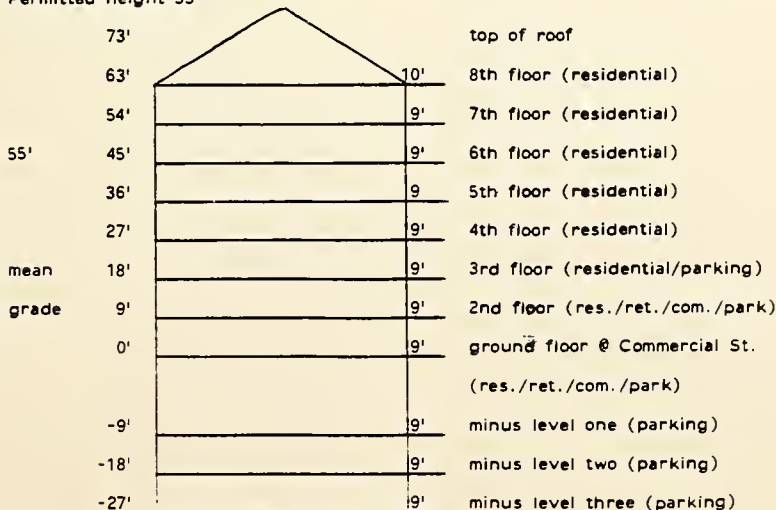
Less parking area contained within building area 336,000 S.F. Gross
 140,000 S.F. Gross (Maximum Allowed Development Area)

Total Housing Units: 100 one and two bedroom units

Total Parking Spaces: 850 spaces

MAXIMUM DEVELOPMENT HEIGHT .

Permitted height 55'



IMPLEMENTATION

Implementation

The Ideas-Recommendations contained in this written and graphically illustrated report attempts to bring forth areas for serious consideration, discussion, and implementation. This planning-urban design development study attempts to look at the Downtown-North End Waterfront as a comprehensive whole rather than as a series of individual isolated wharves or development parcels.

Some of the Ideas-Recommendations made in this report may, at first glance, appear difficult or costly to achieve, but I would like to assure those who thoroughly study this document that serious thought was given to the implementation of each of the Ideas-Recommendations made, and each was made in the context of overall, rather than piece by piece development and strategy planning.

Furthermore, I believe that there is an untapped reservoir of civic philanthropy and pride in Boston that could be called upon to carry out such ideas as the Observation Towers, and Mini Urban Parks that I have recommended at strategic locations along the Downtown-North End Waterfront.

The Implementation of the Ideas-Recommendations contained in this Report will require the full cooperation of the public sector, both City and State, and to a lesser degree, Federal as well as the private sector including developers, property owners, businesses, and residents.

The most effective way, I know of to achieve this cooperation, is to share with all the interested agencies, groups, and individuals affected by the Ideas-Recommendations contained in this Report, with the desire of seeking their comments, suggestions, criticism and input.

Clearly there are many areas in the Ideas-Recommendations Section of this Report where there will be little controversy and where, I expect, consensus will be easy to arrive at. There are other areas, however, which require public action such as land acquisition or private cooperation, such as moving the Aquarium's Dolphin Theater Barge Pavilion and these will surely require thoughtful dialogue and consensus building.

My experience tells me that even so-called 'controversial ideas' can be implemented if a well prepared and well reasoned case is made and a good participation strategy is devised: I would hope that the BRA Director and HARBORPARK Director would allow me to participate with them and their staffs in this implementation process.

SUMMARY

Summary

In order to accomplish the assignment of evaluating more comprehensively as well as making planning/urban design development recommendations for the Downtown-North End section of the Boston Waterfront, I thoroughly reviewed the Downtown Waterfront Faneuil Hall Urban Renewal Plan adopted in June 1964 as well as the HARBORPARK reports, "A Framework for Planning Discussion", and "Interim Design Standards for the Inner Harbor" prepared in October and November of 1984.

During this twenty year period of Boston's development history, enormous changes have taken place. In the 1960s, development Downtown and particularly along the Downtown-North End Waterfront was non-existent, as compared with today where there are more developers desirous of waterfront sites than there are sites to be developed.

In this twenty years of development along the Downtown-North End Waterfront, issues such as public access, water-related active uses, views, and connections to magnificent Boston Harbor, have sometimes been forgotten, overlooked, or sacrificed to the frantic pace of continued development activity. It, therefore, is both propitious and fitting that a re-examining, re-thinking, and, where necessary, a replanning of portions of this section of the waterfront be accomplished before additional development occurs on the remaining wharves.

In order to make planning-design-development recommendations comprehensively, sensitively, and realistically on these few remaining wharves north of the 'Great Cove' from Commercial Wharf to the Charlestown Bridge, it became apparent that the wharves, beginning with Long Wharf and ending at the Northern Avenue Bridge needed to be included in this study.

For the wharves such as Long, Central, India, Rows-Fosters as well as the 400 Atlantic Avenue and the Appraisers Buildings where full development has already occurred, Ideas-Recommendations Section deals with modest actions that will have significant benefits in terms of public access, views, and connections from the Downtown to Boston Harbor including the following:

Northern Avenue to Rows Wharf

- 1) The existing old Northern Avenue Bridge, soon to be replaced by a new Northern Avenue Bridge and its connection with Atlantic Avenue deserves special treatment. The old Northern Avenue Bridge should become a unique, active pedestrianized open space.
- 2) Recommend that an Observation Platform integrated with a Harbor Water Taxi Terminal be constructed along with an 'up in the air' pedestrian bridge, which would connect the opened section, thus linking Downtown Boston with South Boston. The stationary sections should be utilized for restaurant, museum, or some other active public use.
- 3) Recommend the Hooks Lobster property, keeping the Lobster business, be developed for mix-use, i.e., office, hotel, residential, mirroring the height of the adjacent U.S. Appraisers Stores Building.

India Wharf/Harbor Towers

- 1) Recommend removal of the wooden picket fence, shrubbery and trees along the open space between Rowes Wharf and Harbor Towers Building Number Two. In addition, I recommend the relocation of the in-ground swimming pool, and the recapturing of this space for a Downtown Waterfront mini-park.
- 2) Recommend the relocation of the parking circle, security booth, and trees eastward and the elimination of the ten open parking spaces.
- 3) Recommend that the four stainless steel sculptures be moved into an appropriate setting in this new landscaped traffic circle, so the view of Boston Harbor is not impeded.
- 4) Recommend that the first row of trees along the south side of East India Row be removed to restore an important Harbor view from the Downtown Financial District.
- 5) Recommend that East India Row be narrowed and repaved in brick and granite, and that a portion of the surface area gained be added to the Harbor Towers Garage side of East India Row.
- 6) Recommend that ground floor greenhouse type glass extensions be added to all four faces of the Harbor Towers Garage giving it a more active retail and less garage look appearance.
- 7) Recommend that the landscaped-paved pedestrian walkway on the east side of the Harbor Towers Garage be redesigned as a more active publicly used space, and that the waterslip it fronts on be used for paddle boats and other active public amenities.

Central Wharf/New England Aquarium

- 1) Recommend the relocation of the Dolphin Theater Barge so that the only Downtown 'Down Harbor' view of Boston Harbor and the Harbor islands beyond can be recaptured for the public's benefit.
- 2) Recommend that the east end of Central Wharf and the blank end of the New England Aquarium Building be developed and treated to add more public interest and enjoyment to this important outboard end of this wharf.
- 3) Recommend that the concrete parapet walls running along both the north and south sides of Central Wharf, where they block views of the Harbor, be cut down and replaced with a more transparent material.
- 4) Recommend that a new Cross Wharf Pedestrian Walkway Corridor be introduced beginning at the northwest corner of Central Wharf.

Long Wharf

- 1) Recommend that the new Cross Wharf corridor beginning at Central Wharf, needed to replace the cross wharf connection impaired by the Marriott Hotel, be continued across the waterslip between Central and Long Wharves arriving at a new pedestrian open space called T Wharf Landing.
- 2) Recommend at T Wharf Landing the construction of a mini-tower-stair elevator structure to be linked with a new pedestrian 'up in the air' bridge that will cross the 'Great Cove' to link with Commercial Wharf.
- 3) Recommend that the Visitors' Center proposed to be located behind the Marriott Hotel instead be located at the corner of State Street and Atlantic Avenue and be integrated with the Aquarium T Station.
- 4) Recommend that the Viewing Tower proposed for the end of Long Wharf be moved so as not to be the terminus of the 'Walk to the Sea' view.
- 5) Recommend that some enclosed glass greenhouse structures for retail use be built along the north side of the Marriott Hotel in order to bring some life and activity to this under-utilized pedestrian walkway.
- 6) I would recommend that the granite edge along Waterfront Park be modified and replaced by granite steps down to the water, and that some portion of the 'Great Cove' be devoted to paddle boat or other small boat usage.
- 7) Recommend that the space between the New England Telephone Building and the Harbor Towers Garage be developed as a mini-open space park to allow increased visibility of Boston's magnificent waterfront and Harbor.
- 8) Recommend that grade and landscape changes be made to the south edge of Waterfront Park and the 'Walk to the Sea' to permit unobstructed views of the 'Great Cove' and Boston's Harbor from the east end of Faneuil Hall Marketplace.
- 9) I also recommend that changes be made to a portion of Christopher Columbus Park so that the impaired views down Richmond Street from the North End will better permit seeing the 'Great Cove' and Boston Harbor.

Commercial Wharf

- 1) Recommend that the existing wooden shed type buildings, past the end of the granite Commercial Wharf Building, be removed and the Developer's plans for constructing additional housing out on a reshaped pier structure be encourage, with the provision of active retail use for the ground floor.

- 2) Recommend that a portion of the site area created by the removal of the wooden shed buildings be devoted to a public landscaped open space, and the arrival point from the 'up in the air' Cross Wharf pedestrian bridge coming from T Wharf Landing.
- 3) Recommend that the current open air parking on the wharf be discontinued and that this parking be put underground at the same time as the outboard development of Commercial Wharf takes place.

Lewis Wharf

- 1) Recommend that the Pilot House Extension Building, as proposed by the Developer, be approved with the exception that a Visual Easement view corridor line, along Commercial Street, from Faneuil Hall Marketplace be established thus cutting back from Atlantic Avenue approximately twenty-five feet (25') of the western portion of this proposed building.
- 2) Recommend that no open parking be permitted on the site, and that the open parking used by the current owners and tenants of the residential condominium units be incorporated in the Underground Garage the Developers are proposing as part of their development plan for Lewis Wharf.
- 3) Recommend that the entrance-exit location for the Underground Garage, as proposed by the Developers for a portion of Eastern Avenue, not be approved and that a solution not using this important pedestrian way be found closer to the existing granite Lewis Wharf Building.
- 4) Recommend that the curved portion of the ground floor restaurant proposed for the redeveloped Tow Boat Building be modified so as not to impact this important view corridor from the North End down Fleet Street to Boston Harbor.
- 5) Recommend that the proposed Marine Inn-Restaurant Complex as well as the wharf or pier on which it sits, as proposed by the Developers, be modified to follow more closely the Developer's original proposal of April 1986.

Sargent's Wharf

- 1) For Sargent's Wharf I prepared three alternative development scenarios, each contains Affordable Housing as the primary use for this wharf, but also includes underground parking, substantial public open space as well as docking space for pleasure boats and a Water Taxi.
- 2) Recommend Alternative C because it permits additional development, such as a modest size hotel, which will help offset certain site costs that would be a financial burden towards the goal of Affordable Housing. This Alternative C also permits the largest amount of public open space and public docking.
- 3) Recommend that a pedestrian bridge be built across the water inlet between Sargent's and Union Wharves, as part of the Cross Wharf HARBORPARK network.

- 4) Recommend that in contrast to the 'upper income', higher price housing, hotel, office complex appropriate for Rowes Wharf, adjacent to the Downtown Financial District, that development on Sargent's Wharf be oriented towards 'moderate income' residents in the adjacent North End. Therefore, the housing should be primarily Affordable Housing and the hotel, should there be one, be of moderate price.

Union Wharf

- 1) Recommend that the four unit condominium building closest to Commercial Street-Atlantic Avenue be removed and either relocated to the north side of the wharf or demolished, and replaced by a new, eight unit double duplex condominium unit.
- 2) Recommend that a public landscaped open space be created where the former four unit condominium building existed, and that it also be the terminus of a pedestrian bridge built across the water inlet between Sargent's and Union Wharves as part of the Cross Wharf HARBORPARK network.
- 3) Recommend, as I did on Commercial and Lewis Wharves, that the current open parking be discontinued, and that underground parking be negotiated for this wharf.

Lincoln Wharf

- 1) Recommend that the northwest end of the 'Coal Pocket' building be cut back sufficiently to permit an important 'DownHarbor' view of Boston Harbor.
- 2) Recommend that the ground floors of the 'Coal Pocket' and North Ferry Buildings be devoted to active publicly used retail instead of housing.
- 3) Recommend that no open parking be permitted on this wharf and that it be included in the Underground Garage proposed by the Developer.
- 4) Recommend that the Public Promenade/Boardwalk proposed for the south side of the 'Coal Pocket' building be reduced and that an additional eighteen feet (18') be added to the seaward edge of this pier.
- 5) Recommend that the 'Coal Pocket' Building which was to be taken down, modified, and reassembled, not be reused and that a new building more in scale and compatible with the Developer's proposed North Ferry Building be constructed instead.

Battery Wharf

- 1) Recommend a mixed use development of approximately 303,000 gross square feet, based on an F.A.R. of two (2) for this site, with the primary emphasis being housing and with a reasonable proportion of that being Affordable Housing. The ground floors of this proposed development should be for active publicly used retail, and if possible a publicly oriented institutional use.

- 2) Recommend that the character development for this site be oriented towards the more middle end of the income spectrum rather than the upper end as at Rowes Wharf, or the more moderate end as proposed for Sargent's Wharf.
- 3) Recommend that the Lobster Business being one of the few water-oriented uses on the waterfront be incorporated into any development on this site.
- 4) At the point where Battery Wharf meets the recently constructed U.S. Coast Guard maintenance building, I recommend that the beginning of an 'up in the air' overhead walkway be constructed that would continue across the U.S. Coast Guard Base on Constitution Wharf, to come down to the ground at the North End Playground as part of the HARBORPARK continuous walkway system.

Constitution Wharf-United States Coast Guard Base

- 1) Recommend the construction of an 'up in the air' overhead walkway, beginning on Battery Wharf and running behind the recently constructed maintenance building, across the Coast Guard Base to the North End Playground, to give the public the opportunity of seeing the Coast Guard ships and activities without interfering in this working Base's operation.

North End Playground

- 1) Recommend that the existing playground-baseball field, the swimming pool and wading pool, the basketball court and the bocce courts be replaced with a newly rebuilt combination baseball-soccer-football field.
- 2) Recommend that a new, enclosed major Sports and Recreation Pavilion facility be built, out into the water, where the old pier used to exist. This new facility could include indoor tennis, basketball, a health and fitness gym, and a swimming pool for the older children and adults, with a separate wading pool for the younger children located in an adjacent structure. Other sports and recreational functions could be determined by a survey of community needs and desires.
- 3) Recommend that the Bath House Building be demolished and along with an additional approximately forth feet (40') of adjacent land, that a new mixed income residential building be built, with the ground floor utilized for active retail and community space, and the basement utilized for lockers, changing facilities, and showers which could be connected to the Sports and Recreation Pavilion.
- 4) Recommend that construction be given to the construction of underground parking under the replaced baseball-soccer-football field, which could accommodate approximately four hundred and fifty cars (450) per level.

MDC Park-Ice Skating Facility-Tennis Court-GSA Leased Office Building, and Parking Lot

- 1) Recommend that this MDC Ice Skating Facility be rehabilitated and adapted to year round usage that could accommodate additional indoor sports and a health-fitness program.
- 2) Recommend that a glass enclosed, greenhouse type of an addition be made to the water facing side of the existing building to encourage more life and activity and increased surveillance to an area that clearly needs it.
- 3) Recommend that the MDC acquire the GSA leased building and convert it to an active recreational and community use facility, plus adding a glass greenhouse addition to the side facing the Harbor for restaurant or other uses that will add a sense of surveillance to this area.
- 4) Recommend that the current open parking lot adjacent to this GSA leased building and the two adjacent MDC Tennis Courts be replaced by a new MDC special mini waterfront park and amphitheater, facing onto Boston Harbor and the Frigate Constitution berthed across the Harbor at the Charlestown Navy Yard.

Hoffman Building-Charlestown Bridge-Charles River Basin

- 1) Recommend that the MDC acquire the land-water area behind the Hoffman Building so that this can completely link the Charles River Basin and the Downtown-North End Waterfront.
- 2) Recommend that another Boston Harbor Observation Tower with a Water Taxi Terminal at its base be built as part of this newly acquired site.

Special Areas of Consideration

North End Parking Garage: Commercial-Prince-Hull Streets

Recommend that this approximately 70,000 S.F. parcel, containing a three-story inefficient parking garage, be redeveloped into an efficient parking structure with a substantial amount of housing integrated with it, a reasonable percentage of which being Affordable Housing.

The Abbey Group-Epstein Parcel: Commercial-Clark Streets

- 1) Recommend that the Abbey Group be required to provide sufficient set back along the Clark Street edge of their parcel to ensure an unimpeded view from Hanover Street of Boston Harbor.
- 2) The Abbey Group should be encourage to purchase the two low rise adjacent Commercial Street properties, or to lease the air rights so that a cohesive development can be accomplished along this important waterfront edge of this site.

Former Sunoco Station-Flower Shop: At the Apex of Atlantic Avenue-Commercial Street

- 1) Recommend the acquisition by the BRA of this parcel or agreement by the owner to demolish the corner building, and in its place, create a new mini-urban park which would preserve the view down Commercial Street from Faneuil Hall Marketplace to the Harbor.

Franklin Street

- 1) Recommend the acquisition by the BRA of the parking lot between Franklin and India Streets and the Under the Artery Roadway, and the construction of a realigned and widened Franklin Street, plus creation of a new mini-urban park open space at the strategic location.

Commercial Street Atlantic Avenue

- 1) Recommend that this important continuous, but confusing Commercial Street-Atlantic Avenue roadway should have only one, ATLANTIC BOULEVARD, from at least the Charlestown Bridge to the Northern Avenue Bridge.
- 2) Recommend that ATLANTIC BOULEVARD in terms of its appearance should have a unified landscape, pavement, and lighting treatment characteristic of the great urban waterfront boulevards in Europe.
- 3) Recommend that ATLANTIC BOULEVARD have a consistent width of approximately forty-four feet (44') along its whole length, and that its recaptured pavement surface be added to the waterside, and a small portion of this be devoted to a Bike Path.

Central Artery Corridor: Northern Avenue Bridge to Faneuil Hall Markets-Commercial Street

- 1) Recommend that both overhead improvements to the 'ceiling' of the Central Artery and to the sidewalk and street surface below, at key pedestrian crossing points from the Downtown and Faneuil Hall Marketplace to the Waterfront and Boston Harbor, and vice versa, to help mitigate the negative effect this dark barrier still has on pedestrians making these connections.

Property of
BOSTON REDEVELOPMENT AUTHORITY
Library

COVER: BOSTON PIERS 1988 and 1848

1988 VIEW, Mintz Associates

1848 VIEW, lithograph detail from a drawing by Edwin Whitefield
photo by George Cushing
courtesy of The Boston Athenaeum

~~PROPERTY OF~~
~~BOSTON REDEVELOPMENT AUTHORITY~~
~~Library~~

~~PROPERTY OF~~
~~BOSTON REDEVELOPMENT AUTHORITY~~
~~Library~~